

small air forces observer

vol. 37 no.1 (145)
July 2013

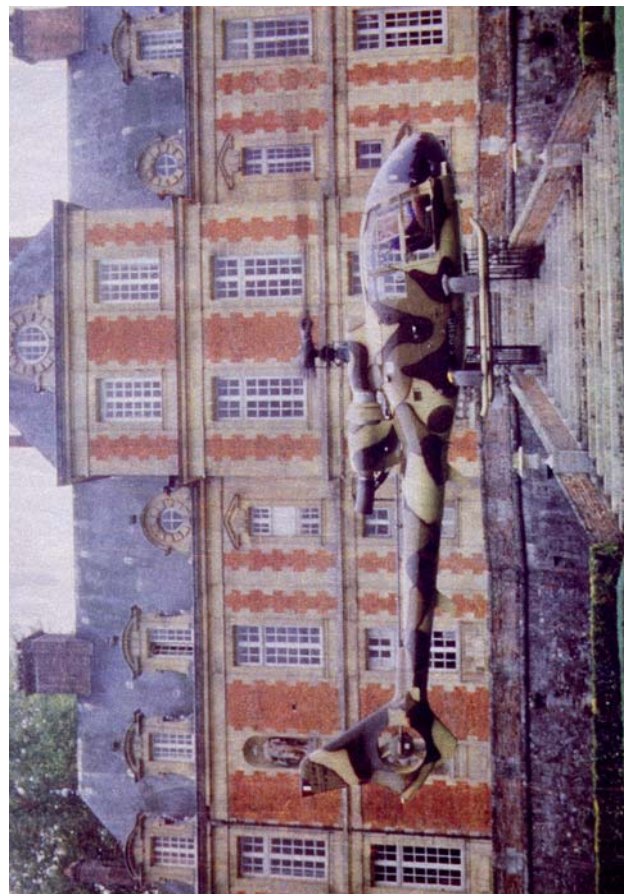
USA & Canada \$5.00
All others \$7.00



Setton's Gazelle: Une Force Aérienne tres petite
Mexican Air Force Serials 1937-1943: Part 1
Argentine Air Force C-130 Bombers
NKPAF at War: Part 9
Peruvian MB.339

vol. 37 no.1 (145)

July 2013



Setton's Gazelle: Une Force Aérienne tres petite
See story on page 13-14

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

E-Mail: safo@redshift.com

CONTENTS

Abstracts	4
Mexican AF Serials: Part 1 (Flores).....	5
Setton's Gazelle (Scheve)	13
Peruvian MB.339 (Rivas).....	15
NKPAF Part 9 (Dildy).....	21
Argentine AF C-130 Bombers (Calcaterra).....	27
Books.....	31
Dutch Northrop DB-8A	
Junkers F13	
Swedish Fighters 1925-1954	
Brewster Buffalo	
RAAF Colours 1921-1951	
DVD	33
Esquadilha da Fumaça	
Letters	34
Mozolak	
Voaden	
Koppel	

SAFO EDITORIAL POLICY: The purpose of the Small Air Forces Clearinghouse (SAFCH) is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of

time, and for all the smaller countries. The results of this research are published in our quarterly journal, the Small Air Forces Observer (SAFO). Articles published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

SUBSCRIPTION RATE: Annual subscription to four issues SAFO is US \$20.00 in the USA and Canada, and \$24.00 for airmail rest of world. Payment may be made in currency, by International Money Order, by a check in US dollars, or via PayPal to safo@redshift.com (add 7% for PayPal fee). New subscriptions begin with the next issue published after payment is received. If you desire otherwise, specify which back issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$20.00 (USA, & Canada) per year (\$24.00 for all others) by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Publication entered at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

COPYRIGHT: Copyright <189> 2013 by Small Air Forces Clearing House. All rights reserved. The content of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

COVER COMMENTS: Three Peruvian MB339 in flight: FAP480, 477, and the serial of the third one illegible. (Dan Hagedorn collection). The story of the Peruvian MB-339 is told by Santiago Rivas beginning on page 15.

-miscellaneous-miscellaneous-miscellaneous-miscellaneous--miscellaneous--miscellaneous-

Information Wanted



"Any idea what this is? It's bugged me for nigh on 40 years!"
Gerard Terry (SAFCH #1728), UK.
[Editor: Send your guesses to the SAFCH editorial office safo@redshift.com.]

Books for Sale

Exploding Fuel Tanks, by Richard L. Dunn. An in-depth study of the development of "bullet proof fuel tanks" during WW2 and their evolution as aircraft armament evolved - with particular emphasis on the Pacific air war. 200 pages with numerous photos,

diagrams, documents, and color profile drawings. (2011) Softbound. Condition: new. \$30.00 plus p&p.

Japanese Warplanes in Focus Volume 1, by Ray Merriam. 100 pages with 400 photos of Japanese WW2 aircraft. No text other than short captions to the photos. (2012) Softbound. Condition: new. \$20.00 plus p&p.

United States Navy Aircraft since 1911, by Gordon Swanborough & Peter M. Bowers. 1968 Edition. 514 pages. Hardbound. Condition: fair. Free except for p&p.

Tamiya News. July 2010 to December 2012. (30 issues). Entirely in Japanese. Condition new. \$10.00 plus p&p.

Republic F-105: American Aircraft Series 1 (1969) softbound. Free plus p&p.

Bombers of WW2: Vol. 1, by Philip J.R. Moyes. (1968). Hardcover. Free plus p&p.

American Fighters of WW2: Vol. 2, by Rene Francillon. (1972) Hardcover. Free plus p&p.

Contact: safo@redshift.com.

Linden Hill Decals

The following decals were received too late for a full review. LHD48032: MiG-21 part 1. The late 9-12 series. Eritrea, Kazakhstan, Russia, USSR, Ukraine. \$21.99. LHD48033: MiG-29 part 2. The late 9-12 series. Azerbaijan, Belarus, Moldova, Turkmenistan, Ukraine, USSR, Uzbekistan. \$22.99. LDH72031. Combat veteran MiG-21SMs of Azerbaijan. \$8.00. Review copies available from the SAFCH Sales Service safo@redshift.com, or order directly from Linden Hill Decals contact@lindenhillimports.com.

AUSTRIA

ÖFH NACHRICHTEN (Österreichische Flugzug Historiker, Pfenninggldf 18/2/14, A-1160 Wien. Write for free sample.

1/13 (40 pages) "Gotha Go 145 in Österreich" 4 pages 6 photos. Color photo: Austrian Air Force Kiowa '3C-OC'.

CZECH REPUBLIC

Revi These and other issues are available from SAFCH Sales Service: \$7.00 per issue plus postage.

#74 (60 pages) "Cinsky pilot s ceskoslovenskym pilotnim prikazem na japonske stihacce" 2 pages & 3 photos of Chinese Nakajimi 91. "Nakajima Ki-84" 6 pages, 5 photos, 2-page multi-view drawing, & 3 color profiles. Leutnant Otto Uhera" 6 pages, 16 photos, and 2 color profiles [Lloyd C.V & Knoller C.II]. "Tachikawa Ki-9" 2 page & one color profile. "Letouny C-2 v ceskoslovenskem vojenskem letectvu" 6 pages & 16 photos of Czech Ar 96. "JAS Storrar" 6 pages, 10 photos, & 3 color profiles [Magister, Hurricane IIC, & Fw 190A-4]. "W-3A Sokol in Detail" 2 pages with 12 color photos.

#76 (60 pages) Izraelske dvoumístné Ayity" 4 pages incl. 7 photos of Israeli two-seat Skyhawks and table of individual a/c. "Fokker B.III serie 04.1" 7 pages incl. 16 photos and 2 color profile drawings. "Ceskoslovenske jednoplošniky ve službach Luftwaffu – cast II" 2 pages incl. 4 photos and 4 color profile drawings [Zlin X XII, Zlin 212 (2), & Benes-Mraz Be 60]. "Henschel HS 126 A-1, B-1" 2 pages of detailed 1/72-scale drawings. "Avia Bs-122 Vosa v Bulharskem kralovskem letectvu" 3 pages on Bulgarian Bs-122 incl. 9 photos. "Bulharske Jaky v britských rukou" 2 pages on a Bulgarian Jak-9M incl. 2 photos and 2 color profile drawings (one with "green bar" roundels.

ENGLAND

AVIATION CLASSICS, published by Mortons Media Group, PO Box 99, Horncastle, Linc. LN9 6JR, UK. Email: help@classicmagazines.co.uk. Website: www.classicmagazines.co.uk. Four issues £20.

#19 Northrop F-5 Freedom Fighter (132 pages) "Jack Northrop and the Northrop Corporation" 19 pages, 47

photos. "Fang and Talon" 4, pages 10 photos. "N-156 to F-5" 4 page, 9 photos. "Skoshi Tiger" 7 pages, 20 photos, 2 two-page paintings. "Tigereyes" 3 pages, 12 photos. "F-5W Tiger II" 4 pages, 9 photos. "Swiss Tiger II" 8 pages, 10 photos. "Tiger and Corsair" 4 pages on Portuguese a/c 10 photos. "F-5 Abroad" 10 pages, 20 photos, 8 color profiles (38 countries). "Tiger Mania" 8 pages, 16 photos of 'Aggressors' & 'Mig-28'. "Aerobatic Teams of the World" 8 pages, 14 photos, 1 two-page painting. "Inside the F-5" 7 pages, 34 photos. "Unusual F-5s" 4 pages, 7 photos (incl. Iranian 'Azaraksh, Saeqeh, & Simorgh). "Adversary Tactics" 6 pages, 19 photos. "The T-X Programme" 2 pages, 7 photos. "Survivors" 3 pages, 8 photos. [Editor's note: There are too many photos and color profiles to mention them all in this short abstract. Individual issues are available at €6.99 plus p&p]

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 71 euro for 6 issues). Website: www.avions-bateaux.com. E-mail: contact@avions-bateaux.com.

#191 Janvier/Fevrier 2013 (96 pages) "As de l'Aviation" Special. "Don Gentile" 20 pages, 44 photos, & 3 color profiles [Spitfire Vb, P-47D, & P-51B]. "Paul Taracon" 16 pages, 28 photos, & 5 color profiles [Nieuport 11, 17 (3), & 24]. "Jan Reznak" 11 pages, 21 photos, & 2 color profiles [Avia Bk-534 & Bf 109E]. "Buck McNair" 16 pages, 32 photos, & 6 color profiles [Spitfire IIA, Vb (4), & IX (2)]. "Yoshiro Kuwabara" 12 pages, 21 photos, & 2 color profiles [Ki-27]. "Aleksi Tatarchouk" 8 pages, 23 photos, & 8 color profiles [Li-2, I-16 (6), & I-16UTI].

#192 Mars/Avril (96 pages) "Flanker dans le monde. (Part 1)" 14 pages on Russian Su-27 including multi-view scale drawing of Su-27 & Su-27UB, and 11 pages of photos of world-wide Flankers (Ukraine, Belarus, Uzbekistan, Kazakhstan, Vietnam, China, Ethiopia, India, Indonesia, Eritrea, Venezuela, Angola, Malaysia, Uganda, & Algeria). "Paul Tarascon" 11 pages including 19 photos and one color profile drawings (Spad 7). "La Bataille la Mer de

Bismark" 18 photos and one color profile drawings (Zero). "L'ECN 3/13 a Gabes" 16 pages including 37 photos and 2 color profile drawings (Potez 631). "Jan Reznak" 10 pages including 22 photos and 2 color profile drawings (Slovak Bf 109). "1919-1920: Les Avions Francais dans la Pologne en Guerre: Part 2" 17 pages including 37 photos and 3 color profile drawings [Spad 7, Breguet 14, & Salmson 2A2 (2)]. "Pionniers" one page including 2 photos. "Yokosuka K5Y". 8 pages on the Willow in Indonesian service including 21 photos.

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlef Billig, Oranienbamm 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

#39 (114 pages) "Die Wrights in Deutschland" 26 pages & 27 photos. "In der schweiz internierte Bf 110G-4" Bf 110 interned in Switzerland. 10 pages & 25 photos. "Normandie-Njemen" 14 pages & 28 photos. "Watson's Whizzers" Collecting German a/c in 1945 with period photos and photos of a/c now on display. 22 pages & 43 photos. "Antonov An-24" 32 pages & 45 photos.

ITALY

JP4 Menslie di Aeronautica e Spazio. Via XX Settembre, 60-50129 Firenze, Italy. Email: jp4@dueservice.com. Website: www.ediservice.it.

Febbraio 2013 (100 pages) "L'Aviazione Navale Ucraina" 6 pages including 8 photos [An-26, Mi-14 (2), Ka-29, Ka-27, Be-12, An-2, & Mi-8]. "Livree speciali giapponesi" 2 pages with 8 photos. "Incidenti Militari" 1½ pages including 5 photos (Nigerian Navy A109E & El Salvador Cessna A-37) & Syrian losses from 14/11/2012 to 9/1/2013: 7 MiGs, 1 Su, & 3 Mils.

Marzo 2013 (100 pages) "Qaher 313: il nuovo (impeobabile) caccia iranoano" one page including 3 photos. "Winter Hide 2013" 2 pages including 3 photos of Danish F-16. "Gli elicotteri di Israele" 6 pages including 11 photos (OH-58, AH-1 Tsefa, AH-64 Peten & Manba, S-70 Yanshuf, and CH-53 yas'ur & Petrel). "Incidenti Militari" one page including 4 photos. Syrian losses for 11/1/2013 to 3/2/2013: 4 Mils & 9 MiGs.

MEXICAN AIR FORCE 1937 TO 1943

MILITARY SERIAL NUMBERS ASSIGNED TO AIRCRAFT (Part 1)

Santiago A. Flores

From information in pilots log books and found in the personnel file of pilots in the archives of the Mexican Army, the following picture emerges as to the renumbering of Mexican military aircraft at the beginning of 1937. This renumbering probably was caused by the arrival of the new aircraft purchased in a controversial decision that caused the removal of the Air Service Chief from his post and sending him on a diplomatic mission to China and Japan.

The aircraft in question, ten Consolidated Model 21-M that had arrived at Balbuena airfield, then outside of Mexico City, on January 5th 1937. They carried the following two digit numbers painted on their fuselage and rudder (based on photographic evidence). These are believed to be the factory construction numbers: 22-31. These aircraft were assigned to the second squadron of the 1st Air Regiment as replacements for the surviving Douglas O2M general-purpose biplanes.

In a report dated March 29, 1937, General de Brigada P.A. Roberto Fierro Villalobos, reported that the numbers of the Consolidated Model 21-M aircraft had been changed to 1-10. (Note: Consolidated Model 21-M No. 5 suffered an accident on 8 November 1939 No. 9 suffered an accident on 2 October 1939.)

With this change in the individual aircraft numbers of the Consolidated Model 21-M, it appears that the remaining Chance Vought O2U-2M (purchased in 1928-1929) were renumbered 12-18. This is assumed since after July 1937 Corsair numbers 12-18 started to appear in pilot's log books.

Aircraft Individual Number



Fig. 1

- 1 Consolidated Model 21-M (pilot's log book) former Chance Vought O2U-2M Corsair

- 2 Consolidated Model 21-M (pilot's log book) former Chance Vought O2U-2M Corsair



Fig. 2

- 3 Consolidated Model 21-M (pilot's log book) former Chance Vought O2U-2M Corsair. Aircraft in service with the 1/o.Regimiento Aereo 1942-1943,Baja California.



Fig. 3

- 4 Consolidated Model 21-M (pilot's log book) former Chance Vought O2U-2M Corsair. Lost 18 October 1935.



Fig. 4

- 5 Consolidated Model 21-M (pilot's log book) former Chance Vought O2U-2M Corsair. Aircraft

in service with the 1/o.Regimiento Aereo Baja California 1942-1943, still in service with the FAM circa 1948 based on photographic evidence



Fig. 5

6 Consolidated Model 21-M; former Chance Vought O2U-2M Corsair. In service with the 1/o.Regimiento Aereo 1942-1943, Baja California.



Fig. 6

7 Consolidated Model 21-M (pilot's log book); former Chance Vought Corsair O2U-2M. Aircraft seen at Balbuena airfield circa 1943 with inscription on fuselage "22 000 000" and a donkey or horse painted underneath. Based on photo evidence. Also notice the No.27 on the rudder in this postwar photo.



Fig. 7

8. Consolidated Model 21-M (pilot's log book) former Chance Vought Corsair O2U-2M.



Fig. 8

9 Consolidated Model 21-M (pilot's log book); former Chance Vought Corsair O2U-2M.

10 Consolidated Model 21-M; former Chance Vought Corsair O2U-2M Corsair. Damaged in accident May 10, 1933.

11 Chance Vought O2U-2M Corsair. Lost in fatal accident May 5th 1940 while assigned to the 5/o.Escuadron Aereo at Durango, Durango. Aircraft reported in service with 1/o.Regimiento Aereo, Baja California, 1942-1943 (pilot's log book).

12 Azcarate O2U-4^a Corsario Chance Vought O2U-2M (pilot's log book). Number assigned to a Douglas O2M lost in accident 2 February 1933.

13 Azcarate O2U-4^a Corsario Chance Vought O2U-2M (pilot's log book). Number was assigned to a Douglas O2M lost in accident 3 July 1936. Aircraft in service 1942-1943 with the 1/o.Regimiento Aereo, Baja California.

14 Azcarate O2U-4^a Corsario o Chance Vought O2U-2M (pilot's log book).

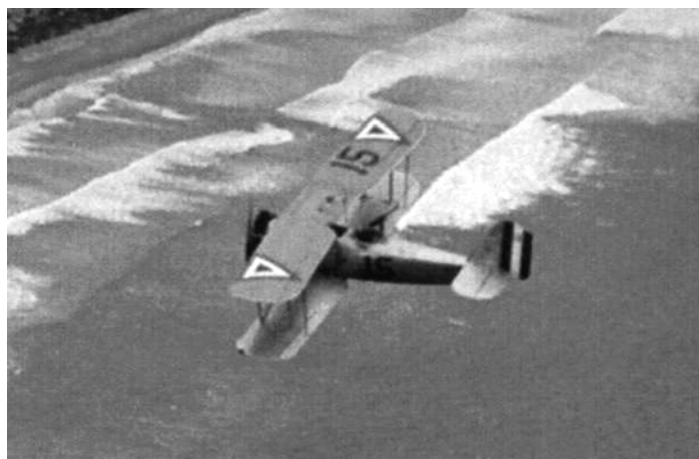


Fig. 9

15 Azcarate O2U-4^a Corsario o Chance Vought O2U-2M (pilot's log book) number was assigned to a Douglas O2M. Lost in a collision with O2M No.13 on July 3, 1936. Aircraft in service with the 1/o.Regimiento Aereo,Baja California, 1942-1943.

16 Azcarate O2U-4^a Corsario Chance Vought O2U-2M (pilot's log book). Lost in fatal accident Feb.4, 1937. Number was assigned to a Douglas O2M lost in a accident (date unknown) at Toyatitla Durango. Aircraft in service with the 1/o.Regimiento Aereo,Baja California, 1942-1943.

17 Azcarate O2U-4^a Corsario Chance Vought O2U-2M (pilot's log book) Campana Cedillista 1938. Number was assigned to a Douglas O2M lost in accident 30 August 1930. In service with 2/o.Regimiento Aereo,Merida Yucatan, December 1942.



Fig. 10

18 Azcarate O2U-4^a Corsario Chance Vought O2U-2M (pilot's log book) assigned to the 5/o.Escuadron Aereo circa May 1940. Number was assigned to a Douglas O2M lost in a fatal accident 6 June 1929. Aircraft in service with the 1/o.Regimiento Aereo, Baja California, 1942-1943.

19 Azcarate O2U-4^a Corsario Chance Vought O2U-2M (pilot log book).

20 Azcarate O2U-4^a Corsario Chance Vought O2U-2M (pilot's log book). This number was assigned to a Douglas O2M that disappeared on June 10, 1935 with its pilot. The wreckage wasn't found until January 1937. Aircraft in service with the 1/o.Regimiento Aereo, Baja California, 1942-1943.

21. Douglas O2M operational circa August to September 1937.



Fig. 11

22 Douglas O2M aircraft seen in an aircraft cemetery 20 February 1948, Mexico City.



Fig. 12

24 Douglas O2M in service circa 1940.

25 Bristol F2B fighter, 3/o.Escuadron Aereo, 1/o.Regimiento Aereo.

26 Bristol F2B fighter, 3/o.Escuadron Aereo, 1/o.Regimiento Aereo.



Fig. 13

27 Bristol F2B fighter, Escuadron Aereo
1/o.Regimiento Aereo.



Fig. 14

28 Bristol F2B fighter, 3/o.Escuadron Aereo
1/o.Regimiento .Aereo

29 Bristol F2B fighter 3/o.Escuadron Aereo
1/o.Regimiento Aereo.

30 Bristol F2B fighter, 3/o.Escuadron Aereo,
1/o.Regimiento Aereo.

31 Azcarate O2U-4^a Corsario Chance Vought O2U-
2M Corsair (pilot's log book). This number was
assigned to a Bristol F2B fighter of the
3/o.Escuadron Aereo, 1/o.Regimiento Aereo.
Aircraft was assigned to the 2/o.Regimiento
Aereo, March 1931. Aircraft was at first
numbered No.1 (Azcarate factory c/nu?) and
given the name "5 De Mayo". Later in service
with 1/o.Regimiento Aereo, Baja California,
1942-1943.



Fig. 15

An aircraft type that was assigned numbers not in
sequence, where the two Bristol Type 93B
Boarhounds general-purpose biplanes that reportedly
were assigned the No1 and No2.

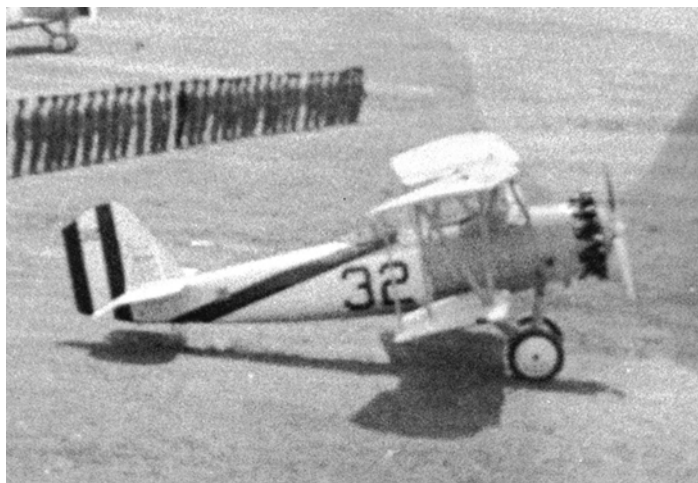


Fig. 16

32 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo,
March 1931.

33 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo,
March 1931.



Fig. 17



Fig. 18

34 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo March 1931.

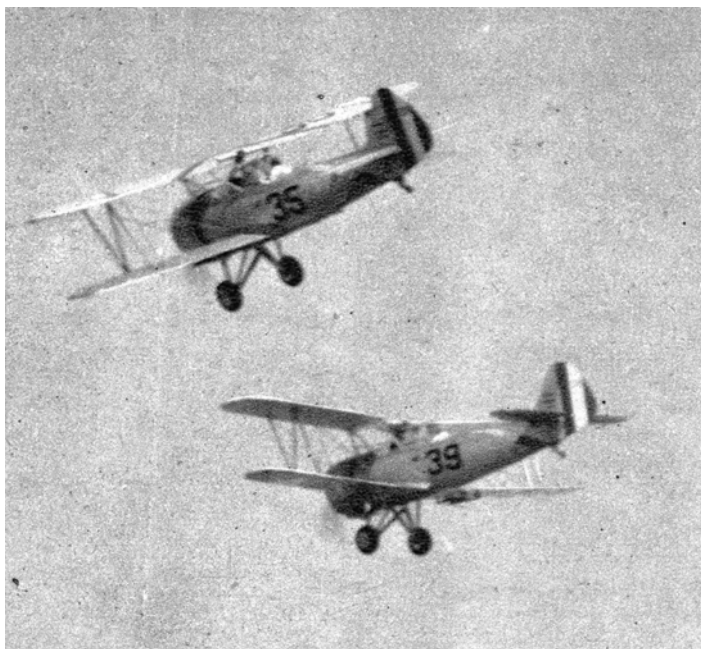


Fig. 19

35 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Aircraft possibly had the number 5 painted on rudder (a Azcarate factory c/n?). This number was assigned to a Vought V-99M after February 1938.

36 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.



Fig. 20

37 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Later a Vought V-99M. After February 1938, in service with the 1/o.Regimiento Aereo, Baja California, La Paz BC, 1942-1943.



Fig. 21

38 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo March 1931. Later a Vought V-99M. After February 1938, seen at an aircraft cemetery Mexico City.



Fig. 22

39 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Later a Vought V-99M. Damaged in collision in flight with V-99M, May 27, 1938, San Luis Potosi.



Fig. 23

40 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Later a Vought V-99M. Damaged 30 September 1939 at Morelia Michoacan. Lost in accident May 5th 1942, Yucatan.

41 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.



Fig. 24

42 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Later a Vought V-99M. After February 1938, in service with the 1/o.Regimiento Aereo, Baja California, 1942-1943.

43 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Later a Vought V-99M. Damaged in accident with V-99M No.39 May 27,1938, San Luis Potosi.



Fig. 25



Fig. 26

44 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Later a Vought V-99M after February 1938.

45 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.

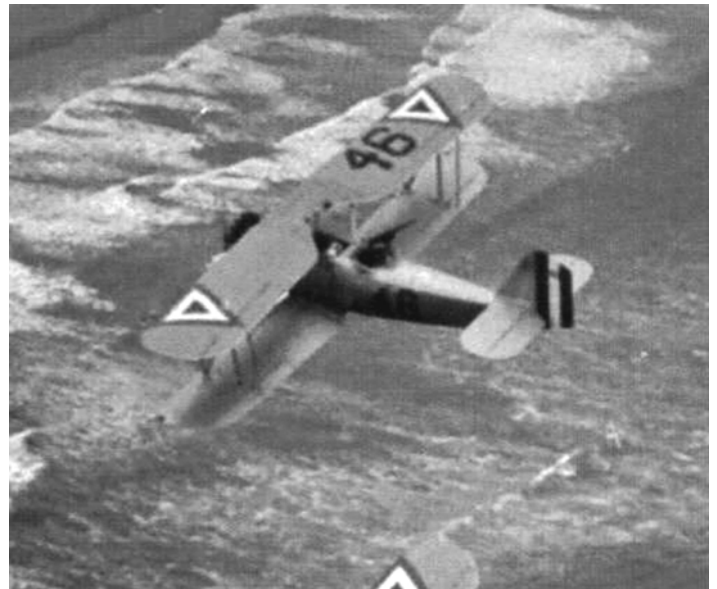


Fig. 27



Fig. 28

46 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. In service with the 1/o.Regimiento Aereo, Baja California, 1942-1943. Forced landing due to engine fire at Mazatlan, Sinaloa 1942-1943. In photo, Tte.P.A, Fernando Hernandez Vega and unknown mechanic safe.

47 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. In service with the 2/o.Regimiento Aereo, Merida Yucatan, December 1942.

48 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo March 1931.

49 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo March 1931. Reported in service with the 2/o.Regimiento Aere, Merida Yucatan, December 1942. Later in service with the 1/o.Regimiento Aereo, Baja California, 1943.

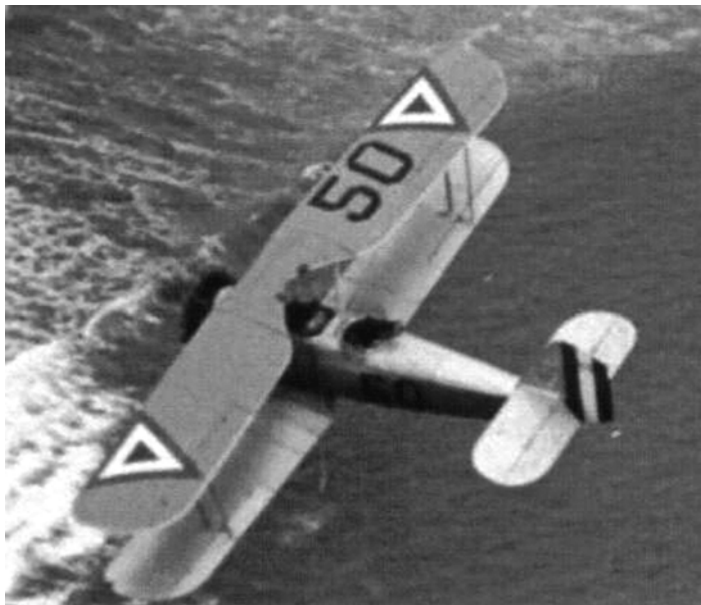


Fig. 29

50 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. In service with the 1/o.Regimiento Aereo, Baja California, 1942-1943.

51 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo. March 1931.



Fig. 30

52 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Seen at an aircraft cemetery in post-war Mexico City.

53 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.

54 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.

55 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.

56 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.



Fig. 31

57 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Reported in service with the 2/o.Regimiento Aereo. Aviation accident 15 April 1935 killing pilot. Later repaired, Merida Yucatan, December 1942.



Fig. 32

58 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. In service with the 1/o.Regimiento Aereo ,Baja California, 1942-1943.



Fig. 33

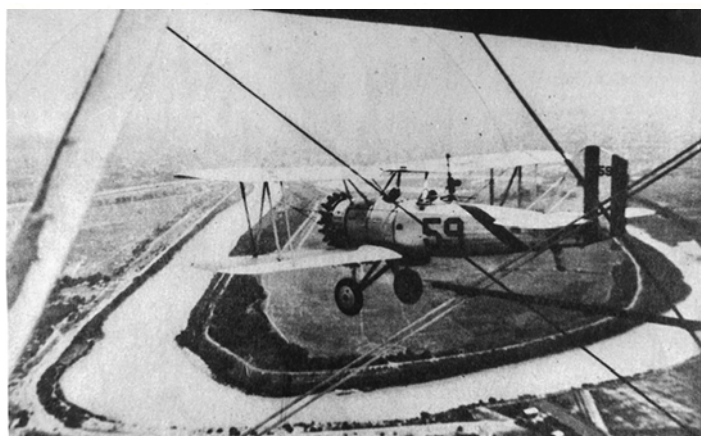


Fig. 34

59 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Operational during the conflict in Durango circa 1935. Operational in coastal patrols during WWII.

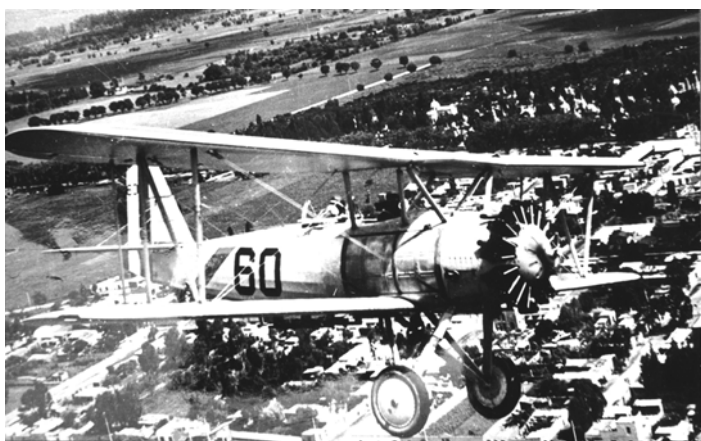


Fig. 35

60 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.

61 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. Fatal aviation accident February 4, 1937 (or No.16?), Balbuena airfield. Another No.61 reported lost at El Cipres Ensenada, Baja

California, 29 November 1942. Pilot injured. Aircraft in service with the 1/o.Regimiento Aereo.

62 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931. In service with the 1/o.Regimiento Aereo, Baja California, 1942-1943.



Fig. 36

63 Azcarate O2U-4^a Corsario 2/o.Regimiento Aereo, March 1931.

Santiago A. Flores (SAFCH #588), USA.

Sources and References

1. Personnel files of pilots of the Mexican Air Force at the Archivo de Cancelandos, Secretaria de la Defensa Nacional, Mexico D.F.: General de Division P.A. Roberto Fierro Villalobos, SubTte.P.A. Crisoforo Salido Grijalva, Capt.2/o.P.A. Roberto Salido Beltran, Tte.P.A. Roberto Legorreta Sicilia. Tte.P.A. Alfonso Gandarilla Gracia, Mayor P.A. Luis Noriega Medrano, Tte.P.A. Radames Gaxiola Andrade, Tte.P.A. Jesus Carranza Hernandez, SubTte.P.A. Julio Cal y Mayor Sauz, Mayor P.A. Enrique Velasco Rojas, Tte.P.A. Carlos Varela Landini, SubTte.P.A. Jacobo Estrada Luna, SubTte.P.A. Carlos Rodriguez Corona, & Tte.P.A. Fernando Hernandez Vega, 2.
2. Files in the archives of Santiago A. Flores: Azcarate Corsario, Beech AT-7, Bellanca 28-90B Flash, Bristol F2B fighter, Bristol Boardhound 93B, Douglas O-2M/O-2C, Consolidated Model 21-M, North American AT-6, & Sikorsky OS2U-1/-3 Kingfisher
3. Information provided by Dan Hagedorn of the NASM, Washington D.C.
4. Mexican Aircraft listing provided by Ing.Enrique Velasco, Mexico City.
5. History of the 1/o.and 2/o.Air Regiment, Mexican Air Force. Unpublished manuscript by the author.
6. *Air Arsenal North America, Aircraft for the Allies 1938-1945 Purchases and Lend Lease*, by Phil Butler with Dan Hagedorn, Midland Press. 2004.

Setton's Gazelle: *Une Force Aérienne tres petite*

Frans Scheve †

[Editor's note: Our friend and colleague Frans Scheve passed away 14 March 2013. He was a prize-winning IPMS-NL modeller and a long-time contributor to the SAFO, being especially noted for his meticulous aircraft profile drawings and the sometimes offbeat subjects of his articles. Sadly this will be his last contribution to SAFO. He will be greatly missed.]

If you are a member of the wealthy few on this planet, you can afford to spend your assets in a way of that others of us can only dream of. This article is about an helicopter of J.J. Setton, the executive of *Le Groupe Setton*, (importing electrical equipment, e.g. Pioneer, Fuji, ITT), former owner of the ancient *Château de Wideville* close to Versailles, west of Paris (France), and *collectionneur* of dozens of famous Formula One cars, mainly Ferrari's. All these shiny cars were once neatly stored on metal-grid floors in his humble castle. In his back yard, he had his own racing track where he once in a while gave one of the cars from his collection a spin around.

In Paris, the traveling to and from work can turn out to be very horrible because of the busy road traffic. One of the options you have is to travel by air. This is why Jacques Setton bought his own Gazelle helicopter during the 1980's - a way to get to work within eight minutes instead of a half hours drive. What a luxury!

This civil helicopter was an Aérospatiale Gazelle designed by Sud Aviation. Built in 1977 and first registered in the USA as N49536 and later as N341AT. It was written off the Federal Aviation Administration register on August 22 1983, described as "exported to France", where it became F-GEHC.

In France, the helicopter received a very remarkable paint scheme. Usually a civil company plane comes in bright color schemes with large logos and huge markings. This craft however had a 'wrapped around' finish in 'camouflage-like' colors. A very attractive color scheme, to say the least, but also a scheme that didn't show off and allowed some privacy.

The painting of the helicopter was done by the Paris based company *Héli-Union*. They used four automotive lacquers from the Dutch paint producer *Sikkens*. The colors used were: dark brown, dark green, light brown, and a beige sand hue. The civil registration F-GEHC was sprayed in small medium gray letters just in front of

the rear leg of the landing skid. On the tip of the tail, a tiny French flag was applied together with the helicopter's type identification SA-341G and its construction number N° 1417. The complete outside of the chopper was a glossy finish; something to make it more durable, faster, and – important in these times – less fuel consumptive.

The inside of the cabin was the same beige sandy hue as used on the outside of the fuselage. The four 'luxury' seats installed in the cockpit were covered with blackish-brown leather with medium-blue colored seat belts. If you buy your own chopper, just do it in style!

At a certain point in time, Jack Setton decided to sell some of his cars, the castle, and the helicopter. The money gained was spent on building a specially made "super yacht" for a trip around the world – with a helideck on the stern, of course! He now lives somewhere in Texas, as it seems. *Le Domaine du Wideville* was sold to *couturier* Valentino. Setton's private race track has been converted into a green field. The Gazelle went to the UK, where it was registered as G-BXJK on June 30 1997 and later, on January 28 2002, as G-OGEO. Presumably it is still flying in the UK today.

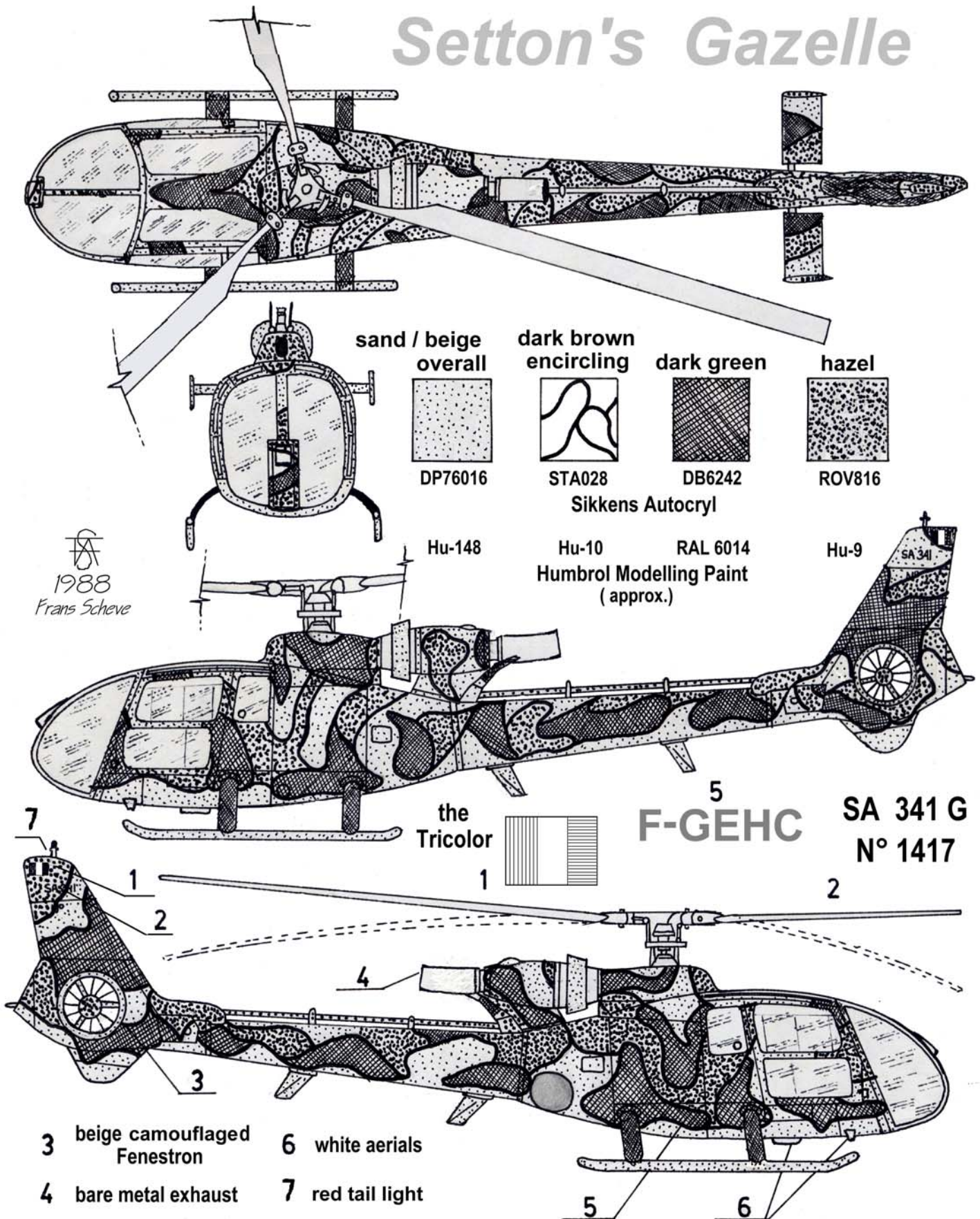
Frans Scheve † (SAFCH #890), the Netherlands

See photos on page 2

Sources / References

1. Humbrol Farbarchiv (color chips & cross reference). Plasty, 1986, Art.Nr 009953.
2. Niehe, Ivo, *TV Show op reis, TROS*, Dutch television broadcasting. October 13 1987.
3. De Ruiter, Joost, *courant De Telegraaf*, Dutch newspaper, personal correspondence. July 7 1987.
3. Bos, Ron, *Sikkens verfen*, personal correspondence. September 12 2011.
4. Hetebrij, Jan, *Dutch Aviation Society*, personal correspondence. September 19 2011.
5. Gremaud, Aimé, *héli-union*, French helicopter servicing, personal correspondence. July 4th 1988.
6. Setton, Jack J., *groupe Setton*, personal correspondence. March 16 1988.

Setton's Gazelle



Peruvian MB339s

Lewis Mejía and Santiago Rivas

The Aermacchi MB339 became the first modern advanced jet trainer of the Peruvian Air Force and after more than 30 years, they are the last examples of the type still in service in Latin America.

The Peruvian Air Force (Fuerza Aérea del Perú, FAP) started planning for the acquisition of an advanced trainer and close-support aircraft in 1979, when FAP Colonel Oscar Gagliardi Kindlimann, commander of Grupo Aéreo 51, received orders to study a replacement for the Lockheed T-33 of Escuadrón Aéreo No. 513. The aircraft considered were the British Aerospace Hawk, the Dassault-Breguet/Dornier Alpha Jet, and the Aermacchi MB339A. In 1980, a team was sent to the United Kingdom, France, and Italy to evaluate these three. On 1 April, the team arrived in London to test the Hawk and two days later they went to France where they tested the Alpha Jet. On 8 and 9 April they did the same with the MB339.

Because of its better maneuverability, the Aermacchi MB339A was selected as being closer to what the FAP was looking for and sixteen were ordered. However, the purchase decision was delayed for some time until it was finally taken in a hurry in 1981 when the country became involved in a border conflict with Ecuador over the area called Falso Paquisha.

The Peruvian MB339A were called MB339AP by Aermacchi, and the FAP serial numbers were: 452, 456, 467, 468, 473, 477, 479, 480, 481, 482, 484, 485, 486, 487, 495, and 496. The first MB339A arrived in Peru in 1982.

The MB339A were all assigned to Base Aérea Las Palmas, in the Santiago de Surco district southeast of Lima. They served with the Grupo Aéreo No. 51 (Basic and advanced training of the Fuerza Aérea del Perú) as part of the Escuadrón Aéreo No. 513. (The T-33s had been retired in 1979 and, in the absence of an advanced trainer, jet pilots had to go directly from basic trainers to the Sukhoi Su-22 Fitters.) Once the unit was operational, the training began for pilots who would go on to fly the Su-22s, Mirage 5P - and from 1984 the Mirage 2000.

The MB 339 enters service

The first impression of the Peruvian pilots confirmed it was a good plane and negotiations began

to assembly a series of the MB-339K Veltro single-seat defense fighters, but budget restrictions ended that project.

The 25th Anniversary of the Sistema de Cooperación de las Fuerzas Aéreas Americanas (SICOFAA, American Air Forces Co-Operation System) came up in 1984, and a celebration was to take place in Lima. General Commander César Enrico Praeli decided to create an aerobatic team flying the MB-339s. This unit was called the Escuadrilla Acrobática Los Diablos Rojos (Red Devils Aerobatic Team), a name used because the planes were painted in red and white. The demonstrations of the unit during the anniversary were a total success, and they went on to make exhibitions flights at Lima and other cities.

Unfortunately, on February 1985 two of the Diablos Rojos' planes collided in midair over Pisco while they were performing a "mirror" maneuver. Both pilots ejected safely, but the planes were lost. One year after that, the Diablos Rojos were dissolved.

Crisis

During the second half of the eighties, the Peruvian economy was getting worse, and by 1987 the FAP ceased payments owed to Aermacchi. Therefore, the supply of spares parts dried up, considerably curtailing the operations of the planes. By the end of the decade, only two MB 339 were operational, and this was by cannibalizing the others. By that time, they had received a new paint scheme with tones of brown and light brown.

In 1990, as part of the defense cuts decided by the new government of President Alberto Fujimori, the planes were stored at the Servicio de Mantenimiento (SEMAN-Perú), the main workshops of the FAP.

Rebirth

In 2001, after more than a decade in storage, a reactivation process began. It started with two planes which were returned to operations status. One of these later received new equipment under the Proyecto Cuarzo (Quartz Project), which involved fitting the

instrument panel with new LCDs. No other planes were modernized. The planes all received a camouflage of light brown, green, and light green on the upper parts and light gray on the lower ones.

Flight restrictions imposed by the growth of Lima and the increased commercial flights from Jorge Chávez International Airport interfered with the training flights. Therefore, in 2004, Grupo 51 (with its three squadrons equipped with the MB339s, Tucanos, Zlins, and Schweizer 300s) was moved to Base Aérea Capitán Renán Elías Olivera at Pisco (400 km to the south of Lima). In 2006, the paint scheme was replaced on some of the planes by two tones of light grey, while the others received the red and white paint scheme used during their first years.

Until 2007, the MB339s operated from Pisco as part of Escuadrón Aéreo No.513 until 2007. Then, they were sent to Base Aérea Coronel Víctor Maldonado Begazo, in the middle of the desert in the south of the country at La Joya, Arequipa. There, they became Escuadrón Aéreo No. 411. (This unit had previously flown Mirage M-5P/DP). Their mission was now to support the training of the pilots who would fly the Mirage 2000. On December 2010, the MB339s returned to Pisco and to Escuadrón Aéreo No. 513 of advanced training.

In November 2012, a third plane was lost on an accident over Pisco, but the pilots managed to safely eject.

During their service life the Peruvian MB339 were armed with Matra 70mm rocket launchers and two gun pods. The most common load for the gun pods was 12.7mm or 20mm guns, but occasionally

twin MAG 7.62mm machine guns were carried in each pod.. In the early 2000's, they were tested with 250 kilos bombs for use against the guerrillas in the Ene and Apurimac Rivers Valley, but this task was ultimately turned over to the Cessna A-37 Dragonfly.

Presently, about eight planes from the thirteen survivors are operational, while the others remain in storage. The Peruvian Air Force is currently looking for a replacement for them, and are considering various options, especially the Yak-130.

Santiago Rivas (SAFCH #1739), Argentina.

Comments by Dan Hagedorn (SAFCH #394). "FAP 476 was noted on 21 September 1994 and FAP 488 has also been reported but not confirmed. The author didn't mention that there was also an aborted plan to build not fewer than 66 aircraft under license in Peru at an expanded Indaer-Peru facility with the assistance of Aermachhi. The actual factory was to have been completed by the end of 1983. The original order was for 14 aircraft with an option on an additional two, which was not exercised."

[Editor's note: The author's Peruvian friend was not able to provide the serial numbers for the individual MB339. However, it seems reasonable to assume from the photos that the active MB339 are '485' and '487'. If we knew the serials for the three lost aircraft, then we would know the serials of the eleven aircraft in storage. If you can help, contact the SAFO editorial office.]

Captions of photos on pages 17-19

1. FAP 480 at Base Aérea Las Palmas in 2002 with the paint scheme used in the early 2000's. (Lewis Mejia)
2. FAP 485 and 487 at Lima in December 2006, with the latest paint scheme, during the graduation of the new officers of the FAP. (Lewis Mejia)
3. FAP 456 at Base Aérea de Pisco, their new base. (Lewis Mejia)
4. FAP 485 at Arequipa in August 2010 during the Festival Aerodeportivo. (Lewis Mejia)
5. At Las Palmas, shortly before the movement to their new base at Pisco. (Lewis Mejia)
6. FAP 485 and 487 at Base Aérea La Joya. (Lewis Mejia)
7. DEFA 552 30mm gun pod on FAP 480. Photo Lewis Mejia.
8. FAP 456 with Matra 70mm rocket launchers. (Lewis Mejia)
9. An MB339 on the late eighties, with the camouflage of two tones of brown on the upper part and light grey on the lower one. (archive Lewis Mejia)
10. An MB339 fling over the desert with a MiG-29 and a Mirage 2000C in early 2000's. (archive Santiago Rivas)
11. FAP 487 at La Joya. (Chris Lofting)
12. An MB339 of the Diablos Rojos in the mid eighties. (Danny Moeri)



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 1



Figure 2



Figure 3



Figure 2

The Korean People's Air Force

in the Fatherland Liberation War

Part Nine: The Spring of Change

Douglas C. Dildy

[Author's Note: The discovery of a cache of recently declassified US Central Intelligence Bureau (CIA) "Daily Digest" intelligence summaries from June 26, 1950, through December, 1953, have shed new light, and opened yet another perspective on the Communist coalition's units, operations, and other activities during the period covered by this ongoing study. In researching these formerly "Top Secret" documents, which largely are compilations of FEAF's deciphered and translated Chinese and North Korean signals intercepts under "Project SUEDE", it is confirmed, for instance, that at least 25 MiG-15s of the KPAF's 1st Fighter Division deployed to Uiju airfield on November 6, 1951. Conversely, these documents correct the previous understanding that PLAAF La-11s (2nd FAD/4th FAR) were based at Sinuiju airfield. Some 28 La-11s from this unit moved from the Shanghai area on 22 October, eventually arriving at Fengcheng airfield in Jilin province, while 37 MiG-15s from its sister regiment deployed to the new Dagushan airfield. Also, it was learned that the build-up of propeller-driven combat aircraft at Sinuiju previously thought to have been PLAAF La-11s, was actually KPAF La-9s, 14 of which flew from their training base at Fengcheng to the DRPK base on October 9. Since this squadron/battalion completed ground attack training at Fengcheng, this could represent the first step in the transition of the 57th AAR from an Il-10 ground attack unit to a fighter unit with ground attack capabilities, a fact that is known to have occurred by the end of the Korean War.]

KPAF's 1st Night Bomber Battalion Returns to Operations

Disappointed with their inability to provide air support for ground operations in the face of the USAF's aerial superiority over North Korea, the PLAAF leadership began to view the KPAF's nocturnal bombing operations as a possible option with some potential. After sustaining serious losses (for such a small unit; see SAFO #141/Part 5 of this series) in June 1951 and taking a two-month hiatus to regroup, the KPAF's 1st Night Bombing Battalion, under Pak Den-Sik, returned to combat operations in mid-September 1951.

The KPAF's "night heckler" operations were observed by the USAF's 607th Aircraft Control and Warning Squadron (ACWS), which operated four Western Electric AN/TPS-1B search/GCI radars (75 mile/139km effective

range) and was responsible for local control of air defense assets (interceptors and AAA) in the northern sector. The squadron's main base and one radar were located at the austere, hilltop Yaju airfield, located on the western slopes of Korea's central highlands, with Detachment (Det) 4 located on Paengnyong-do Island (now Baengnyeong-do; offshore the western most point of North Korea). With two radars that had little "ground clutter" to deal with, the unit's Tactical Air Direction Center (TADC; callsign "Dentist") could triangulate airborne targets headed into the Seoul area from the north. (See Note 1)

FEAF's night-fighter force at that time consisted of six North American F-82 Twin-Mustangs (68th FIS) sitting strip alert in pairs at Seoul area airfields, four AT-6 Texan trainers armed with .30-caliber machine guns at Kimpo AB, and the USMC's rather depleted VMF(N)-513 with F4U-5N Corsairs and F7F-3N Tigercats. (Note 2)

Only a week into their new operations, one of Pak Den-Sik's Po-2LSh biplanes was spotted by "Dentist" as it flew south to Kimpo AB and dropped two 110lb (50kg) bombs on the 4th FIG parking area, damaging two F-86s. The US Army's 40mm automatic-weapons battery at Kimpo failed to bring down the intruder, so "Dentist" scrambled a Grumman Tigercat to intercept the "heckler" as it headed back north.

Maj. Eugene A. Van Grundy took off from Kunsan with Master Sergeant Thomas J. Ullom as his radar operator. Flying northeast of Kimpo at 10,000ft (3,048m), Van Grundy contacted the "Dentist" GCI controller who (as stated in his combat report) "changed our altitude to 5,000ft (1,524m) and commenced controlling the intercept..."

"Although the bogey [target aircraft] made frequent changes in headings the controller accurately changed our vectors to correspond. As we began to close on our target our controller instructed us to reduce to 160 knots, then to 140 knots, then to 120 knots. At 140 knots we lowered our gear and flaps in order to get as slow as possible. MSgt. Ullom then established contact on our own radar gear. He directed me to a point where I established a visual contact with the bogey at approximately 500 feet [range; 152m]. I made a firing pass expending 100 rounds of 20-mm ammunition. The bogey instantly burst into flames. As we pulled away we observed that the entire enemy aircraft was ablaze... The total interception took about 25 minutes, and was completed at 3,000 feet [915m] altitude."

Nine days later (Oct 2) the army 40mm guns at Inchon port facilities had better luck, shooting down another Po-2. Down to only a half dozen aircraft, during the first week in November the Sariwon base commander, Ch'oe Kun Pil, was informed that Pak Den-Sik's small squadron, along with its aircraft maintenance, administrative and engineer support organization (the 815th Air Force Unit, or AFU), was ordered transferred back to the north. Moving to Namsinuiju, just south of Sinuiju, the Po-2 night bombers began attacks against the ROK commandos on Taehwa-do island on November 15, continuing "almost nightly bombing raids" until the end of the month.

Meanwhile, on November 14, KPAF Yak-9Ps reportedly strafed ROK commando positions on islands within the Pansŏng archipelago (Sinmi-do, Ka-do, Taehwa-do and several smaller islands) allowing CVPA forces to complete the capture of Ka-do island.

Following the lead of their North Korean allies, the PLAAF also began preparing for strafing and night bombing operations, with the original discussions occurring at a meeting at Andong on October 29 during planning for the Taehwa-do operation. The strafing role was to be undertaken by the 2nd FAD's 4th FAD, whose 28 La-11s had arrived at Fengcheng airfield one week before. While 16 of these were reserved for escorting the PLAAF Tu-2s' daylight mission, following the KPAF's successful night actions in mid-November, on the 23rd the 1st UAA's Assault Aviation Command notified the 4th FAD that nine La-11s would be required for an "aerial combat mission" at the end of the month. In preparation, 12 Lavochkins were scheduled "to practice strafing on the night of 24 November."

That day the Chinese La-11 pilots, who had a modicum of night flying training from the V-VS 351st IAP (a night fighter unit) when it was stationed at Shanghai the year before, flew to Anshan to rejoin their tutors and that night flew the "night strafing" training mission, led by a Soviet instructor pilot named Efimov, who reportedly flew an La-9 on the sortie. Two days/nights later ten La-11s of this unit were scheduled for "target practice" training at Changchun.

On the evening of November 29, the nine Chinese La-11s employed their new "night strafing" skills to attack anti-aircraft gun emplacements so following Tu-2 bombers could soften up the defenders for the amphibious assault of Taehwa-do island. (Note 3)

Similarly, at Liaoyang the Tu-2-equipped 28th BAR also prepared for a night mission by training under the tutelage of Liu Shanben, a US-trained KMT pilot who had defected with a B-24 in 1946. By mid-November, basic night flying training (takeoffs, landings and nighttime navigation) had progressed to the point where night bombing could be practiced, using a bombing range near Siping airfield. On the evening of November 29,

commander Yao Changchun led the PLAAF's first-ever night bomber raid, ten Tu-2s attacking Taehwa-do island defenses and UNC naval vessels in the vicinity at about midnight supporting the amphibious assault that eventually captured the island. (Note 4)

Following the successful Taehwa-do campaign (Note 5) the Communists continued amphibious operations intent on securing all the islands off North Korea's west coast. Returning to Sariwon, Pak Den-Sik continued supporting these operations as they moved down the coast. Following the capture of Ung-do and Changyang-do on December 17/18, UN naval forces stationed a task force (Note 6) near Cho-do and Sokto Islands to block further expansion down the chain of offshore islands.

Covered by these warships, USN LSTs (landing ship, tank; a large amphibious assault transport vessel) evacuated 7,196 refugees from Cho-do, Paengnyong-do and Taechong-do islands, the destroyer HMS Tobruk receiving one hit from a North Korean 120mm shore battery. On the night of December 28/29, just south of Sokto island, the destroyer USS Eversole (DD 789) was strafed by an unidentified aircraft. This was probably a Polikarpov from the KPAF's 1st Night Bomber Battalion.

Pak Den-Sik's small squadron ended 1951 by sending three Po-2s south at midnight on New Year's Eve to drop bombs on Kimpo AB and Inchon during the early morning hours. One raider hit Inchon with two bombs doing no damage while another dropped two bombs on Kimpo, destroying 16 "drop tanks" and damaging one F-86.

While the 1st Night Bomber Battalion was absent from Sariwon, base commander Ch'oe Kun Pil continued the construction program of building small dispersal airfields, each well camouflaged (including the runways) and capable of supporting up to three small aircraft. On January 11 he reported to KPAF HQ, now located at Sinuiju, that three "practice fields" were completed and suitable for the delivery of "training planes". Ten days later, five Yak-18 trainers were ferried from Yanji to Sariwon, via Changchun and Shenyang. Initially they were to be dismantled and "stored in operating condition". (Note 7)

KPAF MiG-15 Operations – January–June 1952

During the January-April 1952 period, the KPAF's 2nd FAR frequently launched from Andong's Langtou airfield, flying into the "combat zone" (the Communists' term for "MiG Alley") to build experience, but they almost always refrained from engaging American F-86s under anything but the most favorable circumstances. Lt No Kum-Sok reported that "Whenever our local radar showed that the skies were clear of danger we were sent aloft. We had to fly and fight sometime, or we would prove useless... I was sent aloft every day at Dandong [sic], often twice a

day. Most of these flights were relatively quiet. Occasionally a Sabre would pass me head-on at high speed. Then we would squirt off a brief shot at each other and lose contact as we raced past. By the time we could turn, we would be ten miles apart.”

No reported that he encountered F-86s on only “one out of every three missions”. Because the MiGs normally entered the “Alley” at 42,650 to 45,930ft (13-14,000m), well above the Sabres’ patrol altitude (typically below the “contrail level” 36,000ft/10,973m), “seldom, then, did the opposing fighters clash with an exchange of gunfire.” In fact, during this three-month period, there were only four known engagements between KPAF MiGs and the F-86s. In three of these case two dozen MiG-15s engaged four Sabres and each encounter proved inconclusive with no losses suffered by either side.

The fourth instance, however, occurring on January 25, 1952, was a completely different situation with a decidedly different outcome.

Led by Major Pak Soon-Kan (3rd Bn commander) and directed from the ground by General Kang, GCI (Note 8) turned the “train” of 24 MiGs southwards at 26,250ft (8,000m), anxious to have them join a large dogfight – between PLAAF 4th FAD MiGs and USAF 4th FIG F-86As – that had already developed about 60 miles (100km) south. However, the premature turn across the Yalu gave approaching F-86Es from the 51st FIG an altitude advantage and they quickly exploited it.

While two Sabres closed from directly ahead (“12 o’clock level”), their guns blazing, another pair attacked the MiGs from above and behind (“high six o’clock”). The MiG formation was shattered and the Sabres had a field day. The Americans claimed nine MiG-15s destroyed that day; four of these were North Koreans. Maj. Pak and another KPAF pilot were shot down and killed while a third, Lt Lee Nam-Tae ejected and survived. Badly damaged, a fourth, flown by Lt Hu Bak-Yong made a “dead stick” crash-landing at the battered Sinuiju airfield. (It is unknown how many PLAAF MiGs were lost in the battle; two F-86As failed to RTB.) (Note 9)

Finally, the first week in April brought heavy clouds, rainstorms and thick fogs into the Yalu basin. The bad weather imposed a break from flying operations, essentially defining the end of the KPAF 1st FAD’s initiation into combat operations. During this initial period of combat operations, nine MiG-15s were lost to all causes and five pilots killed. While only two UNC aircraft had been destroyed (see SAFO #144/Part 8 of this series), the aim of increasing the young KPAF pilots’ experience by flying in the “combat zone” was achieved.

The Chinese Take Over

As the new year started (1952) the Communist coalition’s side of the air war in Korea began a gradual,

though profound, shift in its conduct of combat operations. It began with the fact that Stalin’s initial commitment to Mao Zedong – promising to provide air cover over the CVPA’s supply lines crossing the Yalu River until the PLAAF could do so – had largely been fulfilled and the two premier Soviet V-VS MiG-15 air divisions (303rd and 324th IADs) returned to “Mother Russia” after the end of January, 1952. According to Soviet records, in a year of combat the two divisions lost 56 MiG-15s, 49 of them to F-86s, with 32 Russian pilots killed. In this same period 35 Sabres were lost in combat with Soviet MiGs, resulting in a “kill ratio” of 1.4 MiGs shot down for every F-86 lost (1.4:1 kill/loss ratio for the Sabres). To their credit, the MiG-15s had defeated FEAF’s B-29 daylight bombing campaign – destroying ten Superforts and damaging another three so badly they were scrapped – forcing the Americans to resort to nocturnal attacks. Claiming an exaggerated 468 UNC aircraft destroyed (Note 10), the two divisions produced 39 aces and 18 Heroes of the Soviet Union.

Because the PLAAF was not yet ready to fully assume the air defense mission at Andong, at the end of January the newly-trained 97th IAD arrived from the Moskovskii Voennyi Okrug (Moscow Military District) to replace the 324th IAD at Langtou and, at nearby Dadonggou, two weeks later the equally inexperienced 190th IAD moved from the Primorye (formally the Primorsky Krai, or “Maritime Territory” near Vladivostok) to replace the 303rd IAD. (In both cases, it was only the pilots and division staffs involved in the exchange, the new units’ pilots taking over the departing divisions’ aircraft and ground crews in situ.)

Both of these units had only recently completed conversion to the MiG-15 and almost all the pilots – just like their Chinese and North Korean contemporaries – were brand-new to the jet, few of them had more than 50-60 hours in type and only 10 per cent were WW2 veterans; none of them had flown in Korea. The two units were selected for combat duty because they “had received the best training marks from the supreme military authorities and were deemed ready for combat.”

The two new IADs were from the Provito Vozdushnaya Oborona Strany (“Air Defence Troops of the Nation” or PVO-Strany) the Soviet Union’s independent air defense force. Being dedicated air defense units, their training concentrated on instrument flying, radar-directed Ground Control Intercept (GCI) procedures, and attacking bomber formations, not air-to-air combat with enemy fighters. The lack of proper training and their wholesale inexperience showed themselves immediately: in their first two months of combat they lost 27 MiGs destroyed and 62 damaged, with ten pilots killed. In the same period only four F-86s were lost to Soviet MiGs – two pilots were KIA, one MIA – plus two others damaged. (Note 11)

Additionally, by the early springtime the last six Soviet “instructor divisions” also departed China, returning home to re-equip with new MiG-15bis and even newer MiG-17 fighters. During the previous six months they had trained six new FADs, of which the Chinese 14th FAD had already experienced its first combat tour. During the next three months, four of the new PLAAF FADs were added to the CPVAF’s order of battle. (Note 12) Finally, the V-VS 28th IAD’s 139th GIAP completed training of the KPAF’s 2nd Fighter Aviation Division at Qingdao, which became operational in the spring and joined the 1st UAA in the summer of 1952. The Soviet fighter division then also departed for “Mother Russia”.

To ensure survival during this very vulnerable period in these young pilots’ careers, the more seasoned 3rd or 4th FADs flew cover missions for the new units’ formations, the two veteran divisions rotating back and forth between Langtou and Shenyang airfields throughout this period. This arrangement resulted in the 3rd and 4th FADs being involved in far more combats with USAF/UNC aircraft (Note 13) and claimed two-thirds of the victories credited to PLAAF units. The newly-minted 12th (replacing the 14th FAD at Dagushan; Note 14) and 17th FADs (replacing

the 6th FAD at Dadonggou) flew 29 missions in two months, but only engaged in one air battle.

By the end of May, all nine of the operational PLAAF fighter divisions had experienced combat operations, these units claiming 123 “kills” while losing 82 MiG-15s destroyed and another 27 damaged. (Pilot losses, while not definitively known, were commensurately high – five of the eight MiG-15 regimental commanders were killed in combat during the first two months.) The “favorable kill vs loss” (a fictitious 1.46:1 ratio for the PLAAF MiGs) figures allow the PLAAF history to claim a qualified victory based strictly on statistics.

However, in truth, the poor performance of the PLAAF MiG-15 pilots was disappointing and worried the Chinese leadership. The high aircraft and pilot losses caused Mao to order a “stand-down” on June 11, and send General Liu Yalou, the commander of the PLAAF, to Andong to personally take charge and review the CVPA’s flying operations. Such a decision – resulting in the PLAAF being absent from the skies of North Korea for a month – is a tacit admission of an initial defeat.

Doug Dildy (SAFCH #844), USA.

End Notes

1. Established following the series of KPAF nocturnal air attacks during the summer, on July 25, 1951, the 502nd Tactical Control Group activated an integrated air defense network that included the 607th ACWS, the 606th ACWS at Kimpo AB (which initially directed only offensive air strikes), 607th ACWS at Seoul (for local control within the Seoul area), 6132nd ACWS at Taegu (later the 608th ACWS; southwest sector) and 1st Marine Air Wing GCI Squadron Nos. 1 and 3 at Kunsan and Pusan (southeast sector), respectively.

2. By this time VMF(N)-513 “Flying Nightmares” had lost 26 Corsairs and seven Tigercats to various causes, almost exclusively while flying night intruder ground attack missions.

3. The entire account of PLAAF La-11 activities is taken from CIA “Daily Digest” intelligence summary reports of November 27-30, which forwarded USAF and Armed Forces Security Agency (AFSA) “SUEDE” deciphered and translated (largely Chinese) signals intercepts to the National Security Agency and for internal CIA uses. The final AFSA report states that “44 Soviet La-11” aircraft participated in the Taehwa-do operation. Since the Chinese frequently used the word “Soviet” to mean “allied”, the total of 44 aircraft probably reflects that 18-20 V-VS La-11s night fighters (351st IAP; the only Soviet night-trained unit in the region and had a maximum 30 aircraft on strength) may have flown high cover for the nine La-11s night strafers and six Tu-2 night bombers, in addition to the 16 PLAAF (2nd FAD/4th FAR) fighters escorting the nine Tu-2 bombers attacking the next day. The reduction from 12 La-11s practicing “night strafing” on the 24th to 10 La-11s conducting “target practice” two days/nights later may reflect the loss of two aircraft on the initial training mission or the ferry flights to Anshan and Changchun.

4. This, the second of three PLAAF attacks on Taehwa-do, was erroneously reported as a KPAF night bombing operation in SAFO #144/Part 8. Soviet sources state that ten Tu-2s from the 28th BAR “bombed warships between the Big [Simni-do] and Small [Taehwa-do] Islands preparing the way for favorable conditions for the assault landings.” The Werrell reports that six attackers dropped bombs on Taehwa-do.

5. Following the Taehwa-do campaign, the PLAAF dispersed its ground attack fighter and Tu-2 bomber forces. According to CIA/USAF signals intelligence reports, the 2nd FAD’s 4th FAR departed Fengcheng airfield on 14 December 1951, returning to the Shanghai area and ending the PLAAF La-11’s participation in the Korean War. On that date, 19 La-11s returned to their original base, indicating that a total of nine of their type had been lost in or training for the Taehwa-do operations.

6. The UN TF consisted of the light cruiser USS Manchester (CL 83), destroyers USS Eversole (DD 789) and HMAS Tobruk (D37), the sloop (convoy escort) HMS Alacrity (U60) and other smaller warships and supporting vessels.

7. Interestingly, the North Koreans’ use of the terms “training planes” and “practice fields” completely fooled the USAF/CIA signals intelligence (SIGINT) analysts, who found “this move to begin training on UN-interdicted North Korean airfields [to be] incomprehensible.” Actually these aircraft were badly needed reinforcements to Pak Den-Sik’s 1st Night Bomber Battalion and would be dismantled and dispersed among the “practice fields to prevent destruction by FEAF fighter-bombers during daylight, then assembled and used on combat missions in the nights.

then assembled and used on combat missions in the nights.

8. By this time the KPAF had developed and deployed its own GCI network. Due to the language barrier that plagued all Communist aviation activities, the Soviet GCI proved unworkable for PLAAF and KPAF MiG-15 pilots, so (according to USAF SIGINT) the Korean GCI network was established around November 21, 1951.

9. The victorious USAF pilots were: from the 51st FIG/16th FIS: Maj William Shaefer, Capt Mose Gordon, Jr., and 1Lt Robert Moore; from the 51st FIG/25th FIS: 1Lt Frank Gately, 1Lt William Guinther, 1Lt Anthony Kulengosky, Jr., and 1Lt William Schofner, and from the 4th FIG/335th FIS: Capt Robert Latshaw, Jr., and 1Lt Conrad Nystrum. The USAF losses were 334th FIS F-86A 49-1191 which crashed due to non-combat engine failure (pilot injured) and 335th FIS F-86A 48-251 due to fuel exhaustion (pilot uninjured).

10. According to the official table of Soviet victory credits in the Korean War the two V-VS MiG-15 IADs shot down:

203 F-86s, 128 F-84s, 50 F-80s, 35 B-29s, 25 Meteor F.8s, 11 F-51s, eight "F-94s" (USN F9Fs), three B-26s, three "F6F-5s" (USN F4Us), one "F-47" (USN AD Skyraider) and one RB-45. According to the US DOD KORWAL data base, in addition to the 35 Sabres and 13 B-29s actually lost to the Soviet units, the USAF also lost seven F-84Es, three F-80Cs, three F-51Ds, one RF-80C, possibly one B-26B and no RB-45s to combat with MiGs during the April 1951-January 1952 period. The same data base lists USN losses to MiGs as one F9F (BuNo 123464 on 7/21/51) and one AD Skyraider (BuNo 122852 on 11/27/51) during the April 1951-January 1952 period. The RAAF acknowledges the loss of five Meteor F.8s to MiGs: A77-721/WA954 on August 29, 1951 (W/O R.D. Guthrie, POW); A77-811/WA937 on November 3, crash landed on RTB and w/o; and A77-29/WA938, A77-251/WE906, and A77-949/WA960 on December (Sgt B. Thompson and Sgt V. Drummond, POWs and Sgt E.D. Armit, KIA, respectively).

11. The Sabres lost were: February 3, 335th FIS F-86A 49-1223 (1Lt Charles R. Spath, MIA), March 11, 25th FIS F-86E 50-604 (1Lt James E. Arnold, KIA), March 24, 334th F-86As 49-1140 (1Lt James D. Carey, KIA) and 335th FIS F-86A 49-1088 (pilot uninjured). The two damaged Sabres (50-628 and 51-2761) were repaired and returned to operations.

12. These were the 12th FAD (45 pilots/49 MiG-15s) at Shanghai, 15th FAD (48 pilots/49 MiG-15s) at Shenyang, 17th FAD (52 pilots/42 MiG-15s) at Tangshan, and 18th FAD (39 pilots/40 MiG-15s) at Guangzhou.

13. PLAAF units reported fighting the Americans during only 15 per cent (1,602 sorties out of 11,000 during this period) of their flights into "MiG Alley".

14. According to a recently declassified CIA daily intelligence summaries, the 14th FAD (38 MiG-15s) departed Dagushan on March 11 for Beijing's Nanyuan airfield, having been replaced on March 4 by the 12th FAD (49 MiG-15s).

Notes for Appendix 5

1. This is the most likely designation based on the fact that the 1st FAR is believed to have been the La-9 training unit at Yanji, the 2nd FAR is known to have been a component of the 1st FAD, and the 3rd Bomber Regiment is believed (through USAF SIGINT) to have been

the night bomber unit at Sariwon. If not the 4th FAR, it was probably the 1st FAR.

2. Due to combat losses (which are known) and the arrival of replacement aircraft (the exact numbers and arrival dates of which are not known), it is not possible to provide an exact strength.

However, based on the trend information available, these values should be very close. The original strength of these units were 120 and 80 aircraft, respectively. To these approximates can be added 34 MiG-15bis known to have been delivered on November 12 and December 14, 1951.

Additional Sources

11 "Central Intelligence Agency Daily Digest" intelligence summary reports, Office of Current Intelligence, September, 1951 through April 1952.

2 "Korean War: Chronology of U.S. Pacific Fleet Operations, July-December 1951," Department of the

Navy, Naval Historical Center, 21 June 2000.

Captions for Photos on Page 20

1 La-11 "Red 24" in the Chinese Aviation Museum at Datangshan. The Soviet Union supplied to the PLAAF some 163 La-11 fighters (of 1,182 built) in 1950-53, the first 39 being provided by the V-VS 351st IAP to the PLAAF's 4th FAR at Shanghai's Jiangwan airfield. (Mark Pasqualino via author)

2 The primary difference between the La-11 long-range escort fighter and its predecessor, the La-9, was the

deletion of one of the latter's right outboard Nudelmann-Suranov NS-23 (23mm) cannon. This reduced airframe weight allowing 275 litres (73 US gal) more fuel to be carried and the installation of a full radio navigation suite. The primary visual difference between the two types is the lack of a second ammunition/breech bulge and muzzle port on the right side of the nose. (Ley Reynolds, SAFCH #1726)

3 The PLAAF used the La-11 as a ground attack and night fighter, but most were transferred to the PLA-Navy in the mid-1950s as escort fighters for the PLA-N's Tu-2 torpedo bombers. The navy retired the last 18 La-11s in 1966.

4 Yao Changchun, seen second from the left, led the PLAAF's first night bombing mission, striking Taehwa-do and nearby UN naval vessels on the night of November 29/30.

[Editor's note: Because of the author's upcoming family obligations, Part 10 of this series will not be ready in time for the October 2013 issue of SAFO. He has every hope of being back on schedule for the January 2014 issue.]

Appendix Five

1st Unified Air Army Order of Battle – November 1951

Commander – General Van Len, PLAAF

Vice Commander – Major General Wang Yong, KPAF

Air Defense Command

Commander – General Duan Suquan, PLAAF Andong, PRC

PLAAF Contribution:

2 nd Fighter Air Division		
4 th Fighter Air Regiment	28 La-11s	Fengcheng, PRC
6 th Fighter Air Regiment	37 MiG-15s	Dagushan, PRC
3 rd Fighter Air Division		Langtou, PRC
7 th Fighter Air Regiment	25 MiG-15s	
9 th Fighter Air Regiment	25 MiG-15s	
4 th Fighter Air Division		Shenyang, PRC
10 th Fighter Air Regiment	21 MiG-15s	
12 th Fighter Air Regiment	20 MiG-15s	
6 th Fighter Air Division	50 MiG-15s	Dadonggou, PRC
Fighter Air Regiment designations not yet known (probably 16 th and 18 th FARs)		beginning 8 Dec 51
14 th Fighter Air Division	40 MiG-15s	Dagushan, PRC
Fighter Air Regiment designations not yet known (probably 40 th and 42 nd FARs)		beginning 12 Dec 51

KPAF Contribution:

1 st Fighter Aviation Division – Brigadier Gen. Kang Dae-Yong		
2 nd Fighter Aviation Regiment – Col. Tae Kuk-Sung	26 MiG-15s	Uiju, DPRK
4 th Fighter Aviation Regiment (Note 1) – Col. Yang Tuhi	24 MiG-15s	Anshan, PRC

Bomber Aviation Command

Commander – General Nie Fengzhi, PLAAF Dongfeng, PRC

PLAAF Contribution:

8 th Bomber Air Division		Siping, PRC
22 nd Bomber Air Regiment – Han Mingyang	31 Tu-2s	Yohungton, PRC
24 th Bomber Air Regiment – Gao Yueming	27 Tu-2s	Yohungton, PRC
10 th Bomber Air Division		Nanjing, PRC
28 th Bomber Air Regiment – Yao Changchun	20 Tu-2s	Liaoyang, PRC

KPAF Contribution:

3 rd Bomber Regiment – Colonel Pak Den-Sik		
1 st Night Bomber Battalion	6 Po-2s	Sariwon, DPRK
2 nd Night Bomber Battalion – equipping/training with Yak-11s/-18s		Yanji, PRC

Assault Aviation Command

Commander – General Xu Dechao, PLAAF Kaiyuan, PRC

PLAAF Contribution:

5 th Assault Air Division	40 Il-10s	Kaiyuan, PRC
--------------------------------------	-----------	--------------

KPAF Contribution:

11 th Assault Aviation Division – Col. Kim Tal-Hion	40 Il-10s	Fengcheng, PRC
1 st Combined Aviation Division – Brigadier General Li Fart		Sinuiju, DPRK
56 th Fighter Aviation Regiment		
1 st Battalion	10 Yak-9Ps	
2 nd Battalion	14 La-9s	
57 th Assault Aviation Regiment	18 Il-10s	

Associated Soviet V-VS Units

64 th Fighter Aviation Corps – Lieutenant General Georgiy A. Lobov, HSU		Shenyang, PRC
303 rd Fighter Aviation Division – Major General Aleksandr Kumanichkin		Dadonggao, PRC
Three fighter aviation regiments	approx. 88 MiG-15bis (Note 1, see page 25)	
324 th Fighter Aviation Division – Colonel Ivan N. Kozhedub, 3 x HSU		Langtou, PRC
Two fighter aviation regiments	approx. 59 MiG-15bis (Note 2, see page 25)	
Night Fighter Unit:		
351 st Fighter Aviation Regiment – Lt Col A. Makaro	30 La-11s	Anshan, PRC

Argentine Air Force Interdiction Missions during the Malvinas (Falklands) War in 1982

Pablo Calcaterra

The Argentine Air Force had been tracking the progress of the British Task Force using Boeing 707 since the last days of April 1982. On the 21st of this month the first contact with the enemy took place when the ships were located and Sea Harrier FRS1 (CC Simon Hargraves) intercepted the 707 but had orders not to shoot. The Task Force had been positively identified, pictures taken, and the valuable information studied in Argentina. The following day, the mission was repeated and six Sea Harriers intercepted the Argentine spotter. Finally, on the 23rd, British authorities communicated to the Argentines that no more of these flybys were going to be tolerated and that such an act would be considered a hostile action and thus the Boing would be shot down. Missions flown by the 707s could fill some pages but they are not the subject of this article (suffice to say that another one was shot at by HMS Cardiff and managed to dodge at least six Sea Dart missiles).

The Commander of Air Force South (Fuerza Aérea Sur) conceived the idea to hinder and harass the strategic supply lines of the British Task Force. This could be achieved if the Queen Elizabeth II or any other capital supply ship that could have a relevant impact on the progress of the war could be hit.

Conception of the Hercules bomber

As a product of these missions it was now known by the Argentine Air Force that the supply ships were sailing at a distance of approximately 1,200 to 1,500 km from the continent. In theory this was placing them out of reach of the Argentine Air Force assets.

Thus Lockheed Hercules C-130 H (TC-68) was sent to the Fabrica Militar de Aviones in Cordoba on May 21st. There the following modifications took place:

- A Pucara reflective gun sight was installed in the cockpit (SFOM 83A-1/3).
- Two Douglas Aircraft MER A/A37B-6 Type I were installed in pylons under the wings (each capable of taking 6 x 250 kg bombs) along with all the required wiring they would enable the pilot to drop the bombs using a button installed on the steering wheel. The copilot had a panel that would allow the crew to arm the bombs.
- Internal fuel capacity was increased by placing inside the cargo bay 2 extra tanks and 4 external tanks (without their tail fins). This fuel would give the plane an endurance of 11 to 14 hours.

These modifications were innovated, but the use of the C-130 as bomber was not something new; bombs had been dropped from their loading ramp by the USAF during the Vietnam War.

The plane was ready a couple of days later and during the 23rd and 24th the volunteer crew (Call sign "TIGRE" (Tiger) Major Alberto Vianna, Captains Andrés F. Valle and Roberto Cerruti, Principal NCO Pedro Razzini, 1st Corporal Carlos Ortiz and Auxiliary NCO Osvaldo Presutti) was trained using practice bombs.

On the Attack

Their first mission took place on May 28th but no contact was made and after an 11-hour mission the Hercules (code sign TIGRE) returned to base.

The second mission finally found a target for the Hercules. In this case, it was one of the support ships of the Task Force, the 25,641 ton "British Wye" (Capt. D. M. Rundle OBE) that was located almost 2,000 km away from Comodoro Rivadavia and approximately 400 km north-east of the Georgias Island (South Georgia). Once the ship was properly identified (by reading the name on the hull and consulting a Jane's *All the World's Warships*), the plane over flew it for approximately 10 minutes. Finally and to the surprise of the British sailors, the Hercules dropped 8 x 250 kg bombs in a single salvo. The bombing run was made from 130 ft and at a speed of 290 knots. A bomb hit the ship, lost the tail and damaged the deck without exploding. The Hercules returned safely to her base in Buenos Aires.

On May 31st, another mission was flown. The weather was miserable with low clouds hiding the surface of the sea. Using their onboard radar, the TIGREs were able to detect a ship to the north-east of South Georgia. Because of its changes in speed and direction, it was clear that the ship had also detected the Hercules. When no more than two miles from their target and unable to see the surface of the sea approximately 50 ft below, Major Vianna decided to call off the attack. When they returned to their base they had flown more than 12 hours and covered almost 3,500 nm.

The following day and in the same area, another ship was detected and approached after faking an attack; by approaching at low level, turning around, and leaving the area while climbing. Then the Hercules would dive to the surface of the ocean and at ultra-low height approach the target. On this occasion when getting close to the ship they

realized it was a Class 22 Frigate. This turned to face the Hercules that then turned her back to the frigate doing a flat turn (the surface of the sea was just a few ft below) and escaped. At the same moment, a helicopter was seen taking off from the British warship, but it was lost from sight.

Turning to another remote area, the search for undefended targets continued and finally TC-68 returned to their base after 9 pm. This constituted their longest mission (more than 14 hours in the air)

Hercules vs. *Hercules*

To harass the supply lines of the Task Force, it was decided to move 4 BAC Canberras (based in Trelew) to BAM Mar del Plata (further north). This change came as a surprise for the crews as all their efforts had been directed to supporting the Army in the islands. These Canberras were:

OF 1285: call-sign NEGRO. [OF = Orden Fragmentaria]

- B-102: Major Jorge A. Chevalier, Major Luis Rodeyro, and NCO Luis Sánchez
- B-105: Captain Eduardo García Puebla, 1st Lt. Jorge Segat, and Corporal Osvaldo Merlo.
- B-108: Captain Juan Nogueira, 1st Lt. Ernesto Lozano, and Corporal Hugo Bazán.
- B-109: Captain Alberto Baigorri, 1st Lt Nicolás Pagano, and Manuel Geréz.

Instead of using the Hercules for exploration, Fuerza Aerea Sur used two Boeings 707 based on El Palomar Air Base, close to Buenos Aires:

- TC-91 (call sign BUQUE I): Vice commodores Juan Daniel Paulik, and Rodolfo G. Muñoz with NCOs Andrés Hustey, José Ramos, and Ernesto Wagner.
- TC-92 (call sign BUQUE II): Vice commodores Horacio Genolet and José Baroni with NCOs Nicolás Zárate, Luis Gómez, Luis Enríquez and Oscar Vignolo.

To coordinate the attacks, a Fenix Squadron Mitsubishi HS-125 was used. Their call sign was RANQUEL and her crew was Lt. Aníbal Poggi, Ensign Roberto Mariani, and NCO Miguel A. Acosta. Vicecommodore Arturo E. “Duro” Pereyra was on board as the Tactic Air Controller (OCAT). He was the one in charge of the coordination of the attack that sunk HMS Coventry on May 25th.

On June 7th, BUQUE II found two ships sailing towards the Task Force area: One was identified as a warship and the second one as a tanker. Their positions were 47° 20' S and 36° 20' W and 42° 13' S and 48° 16' W respectively. The last one had a 200°/220° heading. The Argentine Navy was contacted and replied that none of her ships were in that area.

June 8th saw the “controversial” attack taking place. In order to confirm the sightings, two more BUQUE missions were flown:

- TC-91 BUQUE I with Vice commodores Jorge E. Riccardini and Rubén Mario Montenegro and their NCO crew.
- TC-92 BUQUE II with Vice commodore Joaquín Arguelles Benet and Marcelo Augusto Conte and NCO crew.

The ship was found in approximately the same area: more than 1,000 km from the continent, almost 1,000 km north of the Malvinas/Falklands islands, and on a direct course to the area where the British Task Force was operating. Hercules TC-68 was readied for the mission and their call sign was MATILDE. It was armed with 12 bombs.

The OCAT commanded Boeing 707 TC-91 to contact and identify the ship. Once this was accomplished, the information was relayed from the Boeing 707 to the HS-125, and from there to the waiting Hercules TC-68 that was 300 km away from the ship. At the same time the four Canberras based in Mar del Plata were readied for a follow up attack.

At 8.45, the ship was found by the Hercules and after being identified it was ordered to change course (270°) and go to an Argentine harbor to be inspected. The order was repeated in English and Spanish several times for 10 minutes in VHF and international channels.

No answer was received, but the message (that warned them that they would be attacked unless they carried out the order) was heard by the Task Force ships HMS Hydra and HMS Uganda. At 8.55 the captain (Italian Henzo Batagliarini) of the targeted ship contacted the Argentine Navy informing them that a green, four-engine plane was over-flying him.

At 9.00, the C-130 Hercules started her bomb run, but the attack was aborted when the crew was surprised to find that the name of their target was *Hercules*! This was communicated back to the OCAT, and then from the OCAT to the Continent. The target was the VLCC (Very Large Crude Carrier) *Hercules* of 220,000 tons, 200 m long, and owned by the Liberian company Amerada Hess Shipping.

The crew of the Argentine bomber repeated the order to sail to an Argentine harbor. Now, at 9.25 the ship turned around 180° thus not following the directions from the Argentine crew (but stopping her progress towards the Task Force). Finally, all patience lost, at 9.45 the CFAS ordered the attack to go ahead. Two bombing runs were carried out. On the first run, half of the bombs exploded close to the hull and the others overshot. During the second run at 10.10, no hits were observed. Her armament

expanded, MATILDE was ordered to circle above the tanker at 100 ft. VLCC *Hercules* was now heading 360°.

To follow up the attack, the Canberras (NEGRO) took off at 11.43.

OFN1285 (Call sign NEGRO)

- B-105: Mj. Jorge Alberto Chevalier and 1st Lt. Nicolás Pagano.
- B-108: Capt. Juan Nogueira and 1st Lt. Ernesto Lozano
- B-102: Capt. Alberto Baigorri and Mj. Luis Rodeyro.
- B-109: Capt. García Puebla and 1st Lt Ernesto Lozano.

By now the ship had turned again to 080° moving further away from the coast.

The Canberras arrived in the area. The first section went in first and at 13.30 B-105 proceeded to drop all her bombs on the tanker. At exactly the same moment, the Air Force was told by the Argentine Navy that the ship was a Liberian tanker that was returning to Alaska via Cape Horns. TC-68 crew was able to confirm the hit by one bomb while another seemed to have overshot. With the attack concluded all the Argentine planes were ordered to return to their bases between 13.35 and 13.45

On June 9th and 10th, the Boeing took pictures of the ship sailing towards the continent (heading 030°). The objective of preventing this ship from reaching the Task Force area had been accomplished.

Four days after the attack, VLCC *Hercules* finally arrived at Rio de Janeiro, Brazil. First reports, showed that the ship had two holes of approximately 2 ft in diameter each and it had a very small list. On June 13th, the ship finally docked. The crew (26 Italians and 2 Koreans) disembarked, were immediately replaced by another crew, and flown back home. Even though Capt. Batagliarini had promised an interview to the Brazilian press, he was whisked away and no contact was ever made.

The following day, experts of the Brazilian Navy boarded the ship and upon inspecting here they found the following:

1) Green painted shrapnel from an exploded 1,000 lb bomb in Tank #3

2) An unexploded bomb in Tank #2 (marked as a "GP Mk-17 Set 1970") - clearly another B-105 hit.

3) A 250 kg bomb on the forward deck of the ship. This bomb had not exploded and had lost the tail that fell into the water during the attack.

It can be concluded then that bombs 1 and 2 were the ones dropped by B-105 and the third one was one dropped by C-130 TC-68.

Because of the unexploded bomb, the ship was speedily forced to abandon the harbor and moved to the

proximity of Ilha Rasa (Rasa Island) until a decision on her fate could be made.

Both the Argentine and Brazilian Governments offered their services for free to defuse the bomb, but these were turned down by the owner of the ship. Instead, Amerada Hess Shipping decided to hire the services of a Dutch company (Smith Lloyd) that in turn contacted Searle Consortium (from the USA). Thus Richard Potter, Ed Whiteker, Richard Pence, DH "Reed" Moody, and Robert McRae (all US Navy and Army Vietnam veterans) flew to Brazil to defuse the bomb. The team was transported by helicopter to the ship where they found the bomb stuck between Tanks #2 and #3. There were between 2 to 3 meters (7 to 10 ft) of sea water and oil in the tank and it was very dark. It was deemed a very risky operation given the location of the armed bomb.

At the same time, several offers were made by companies interested in buying the ship, but these were turned down.

Finally on July 12th, Capt. Milton Ferreira Pinto (Brazil) informed the press that the owner had decided, based on financial considerations, to sink the ship.

On July 16th, the tug boat, *Smith Lloyd III*, started the process of moving the ship to a point located approximately 450 km from the Brazilian coast. It was escorted by the Brazilian Navy destroyer D35 *Sergipe* with eight technicians tasked to scuttle the ship and 19 journalists on board.

On July 20th, valves at the bottom of VCLL *Hercules* were opened and six hours later the ship started her trip to the bottom of the sea where she now rests at a depth of 2,700 m.

The ship had been insured to twice her value because the route was close to a conflict area, and Amerada Hess Shipping received US\$ 20 million. It also sued the Argentine Government for almost US\$ 12 million (10 million for the ship and 2 million for the fuel). On January 23 1989, the US Supreme Court dismissed the case against the Argentine Government. In its decision the Judges of the Supreme Court clearly stated that it had no jurisdiction as the attack that had left the ship "heavily damaged" (quote) had not taken place in US territory.

The decision behind the attack

It has been argued that the attack was an act of revenge by Argentina because of the logistics support given by the US to the UK. It was well known that the American Government, while boycotting and delaying the resolution of the OAS (Organization of American States) called by Argentina to try to get official direct support from other countries of the region, was at the same time helping the British Task Force with intelligence, satellite surveillance and armament.

The US had communicated the route of all Liberian and US ships that would be sailing close to the theater of war. Therefore the Argentine authorities had knowledge of the whereabouts of the ships.

The Intelligence Service of a South American country had been passed to the Argentines a confidential report during the war and it stated that VLCC *Hercules* had departed the Virgin Islands on May 25th on her return trip to Alaska. The report also said that she was not only returning to Alaska to load more crude, but the cargo included military equipment destined to the British Task Force.

Therefore the mission to stop the supply of armaments was planned.

The ship, when found, was in direct course to the area where the Task Force was operating. It was ordered to go to an Argentine harbor (change course) in order to be boarded and inspected, and this order was not followed. Why would her captain refuse the order? In theory, they had nothing to hide. Why was she heading straight to the Task Force area?

What we now know is that after the war, one of the crew members of the Canberras was sent to Brazil to take part in a course given by the Brazilian Armed Forces. One day, he was approached by one of the hosts and told that the VLCC, when boarded by the Brazilian Navy, was found to have “a special” cargo. No more details were given to the Argentine.

This same veteran was sent later on as the Air Force liaison officer to the Argentine Embassy in Brazil. During his time there, the same information was communicated to him in this case by a member of the Brazilian Navy who did not add more details or specifics.

But the most significant piece of information of the actual mission and cargo of VLCC *Hercules* was delivered

years later at the end of an exercise carried out by several South American Air Forces (in addition to French and US). After the exercise was over and during the final dinner, a member of the Brazilian Government who had been directly involved in the incident took the veteran aside to have some drinks and pass to him some information that he considered he had to be told about. The Brazilian Armed Forces had found in the cargo bay of VLCC *Hercules* the following elements destined to the British Task Force:

- a) Tracks for the FV101 Scorpion tanks operated by the British in the Islands
- b) Miscellaneous military spare parts for vehicles and aircrafts
- c) 105 mm ammo
- d) Fuel for the British Task Force.

This only confirmed the information that had been supplied to the Argentine Armed Forces during the war and takes to the ground the “innocent” presence of VLCC *Hercules* in the area. She became the largest ship ever lost due to a war action.

Conclusion

The original intention to hinder or disrupt the strategic supply lines of the Task Force was not completely accomplished. The extremely innovative *Hercules* bomber and her courageous crew managed to carry out two attacks that did not achieve the success they probably deserved.

Pablo Calcaterra (SAFCH #1728), Canada.

Note: for more information about Canberra Mk62. B-105 you can read the article in SAFO Vol. 35 Issue No. 4 by the same author.

Caption for photos on pages 35-36

All photo: Comando Fuerza Aerea Sur

1. MER with 6 x 250 kg EXPAL bombs under one of the wings of *Hercules* TC-68.
2. Pucara gun sight installed above the instrument panel of *Hercules* TC-68.
3. British Wye – A support ship of the British Task Force that was attacked close to South Georgia May 29th by the Argentine *Hercules* bomber.
4. VLCC *Hercules* (Liberia) sailing in more peaceful day.
5. VLCC sinking off the coast of Brazil on July 20, 1982.
6. VLCC sinking off the coast of Brazil on July 20, 1982.
7. The “Matilde” crew posing by a loaded MER many years after the war. They are (L-R) NCO Nazzari, Capt. Valle, Corporal Ortiz, NCO Razzini, Vicecommodore Vianna, and Capt. Cerrutti.



Douglas DB-8A/3N: In service with the Dutch Army AF, by Frits Gerdessen and Luuk Boerman. 56 A-4 pages. Softcover. (2012) Dutch Profile Publications, info@dutchprofile.nl www.dutchprofile.nl.

This rather dull cover hides a real gem of a story. The start of WW2 on 1 September 1939 found the Netherlands Army Air Force (Luchtvaartafdeeling, LVA) replacing their obsolescent Fokker D-XXI fighters, T-V bombers, and C.V attack biplanes. The most modern aircraft on order was the Douglas DB-8A, a single-engine, 2-seat, monoplane, attack bomber. The first of 17 DB-8A arrived in Holland on 21-10-39. Serialled 381-398, they were delivered with Dutch roundels, but these were quickly replaced by the orange triangle introduced on 1 October 1939. During the German invasion on 10 May 1940, the DB-8A unit was wiped out during the first day with ten aircraft lost and six captured.

The text and photo captions are in both Dutch and English. The English text is 17 pages long, with three pages devoted to the prewar history of the LVA describing why the LVA was unprepared for war.

The text is complimented with 80 b&w photos, 7 color photos of cockpit details of a salvaged a/c, and five color 4-view drawings (2 with roundels, 2 with orange triangles, and one in Luftwaffe markings).

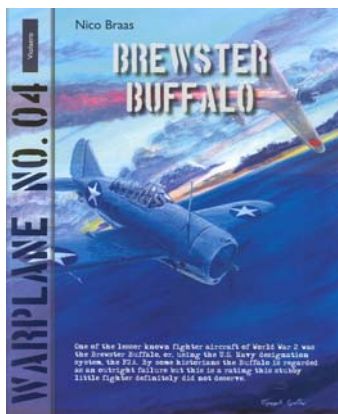
To illustrate the depth of coverage and the quality of the English text, here is a description of the fate of DB-8A 381 flown by Lt. P.T. Bierema (CO of 2-V-2 LvR) and Lt. W. Faber: "When the

cockpit hood was closed, the ground crew, among them dpl.sld. M.G. van der Steeg, heard a whistling noise. Lt. Bierema shouted: 'Get out of here, that are bombs'. The men ran away and dived into a ditch. Bombs came down on the spot they had left. 381 may have had its undercarriage damaged. Lt. Bierema tried, after consulting sgt. Lub in 384, to land at Rozenburg. He tried, but had to pull up as he was too close to the sea. Lub landed and saw the 381 flying over ca. 10 minutes later, to Hoek van Holland. There 381 was shot down by Bf 110's. The crew was killed."

The appendices include: Camouflage & Markings; Radio Installation; History of Individual Aircraft; and a list of all crew members.

The modeler will be interested in the identification of the color used on the DB-8A: Camouflagebruin (Dark Brown FS 20059). Camouflagebeige (Light Sand FS 206360). Camouflagegegroen (Gray Green FS 24077).

This book is highly recommended to all students of the early years of WW2 and to all enthusiasts of excellently-written and illustrated books on the aircraft of the small air forces. It will undoubtedly be on my list of the ten best small-air-force book for 2013.



Brewster Buffalo, by Nico Braas. Warplane No. 04. 48 pages. A-4. English text. Soft bound. Published by Lanasta, 7812 HJ Emmen, Netherlands. www.lanasta.com. info@lanasta.com. ISBN 978-90-8616-164-5. €13.95.

I've been "hunting the Buffalo" for nearly 40 years, so imagine my surprise when I found this Dutch publication both

an enjoyable read and full of facts and photos that were new to me.

First a little statistics by chapter: (1) "Brewster Aeronautical Corporation" 3 pages & 7 photos of Brewster's other aircraft (one shows a Bermuda simultaneously carrying US and RAF insignia). (2) "The Brewster Buffalo – Early development and test flying" 3 pages, 9 photos, & 2 color profiles (XF2A-1 & XE2A-2). (3) "Into US Navy service" 16 pages, 31; photos, & 2 color profiles (F2A-2 '2-F-1' & F2A-3 'MF-15'). (4) "The Belgian order" 1 page & 2 photos. (5) "In Finnish service" 7 pages, 12 photos, & 1 color profile (Model 239 'BW-360'). (6) "In the Netherlands East Indies" 6 pages, 10 photos, & 1 color profile (Model 339D 'B-3119'). (7) RAF service" 5 pages, 5 photos, & 1 color profile (Buffalo Mk.I 'V-TD'). (8) "RAAF/USAAF use" 2 pages, 2 photos, and 2 color profiles (Model 339D in US Army markings. (9) "Survivors" 2 pages & 7 photos).

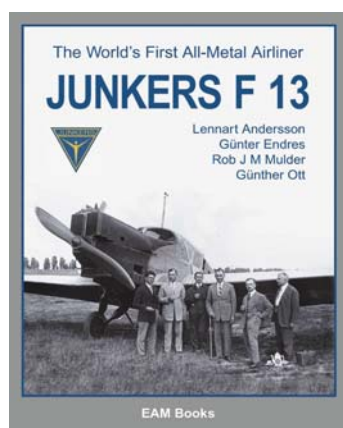
Salted among these chapters are 6 tables that are the best summaries of Buffalo data that I have seen: "Production" listing designation, user, number, serials, & delivery dates "Buffalos Lost at Midway" listing code, type, BuNo, & pilot. "Buffalos in Australia" listing ML-KNIL serial, RAF serial, USAAF number, & remarks. "Technical Data" listing power plant, empty & loaded weight, etc. "Performance" listing maximum speed, range, etc. These latter two tables show, for instance that going from the F2A-2 to the F2A-3 the loaded weight went from 2455 kg to 2957 kg (a 20% increase) while the engine power remained at 1200 hp. However, the extra fuel allowed the range to be doubled from 1500 km to 3000 km.

As example of some of the things that were new to me are (1) When extra fuel tanks were installed in the F2A-3 one was installed under the pilot's seat so ventral window had to be plated over. (2) The NEI Buffalos did not have the orange triangles on the upper surfaces of the wing, but those that were sent to Singapore had these added, but without the usual black border.

Among the photos that surprised me were: A lineup of CV-7's Air Group with

biplanes as far as the eye can see and one lonely F2A-1; three photos with ferry-pilot Howard Packard and his family posing with 2-F-16; a BW-393 with an attractive Finnish lass; and the *piece d' resistance* the Brewster plant in August 1938 with the East River and the Manhattan skyline in the background.

This book is probably the best short history of any aircraft type that I have read. The author combines text, photos, and tables into an easily followed narrative that puts all the essential facts into perspective. It is highly recommended for both the expert and novice Buffalo hunter as well as everybody interested in a well-written history of a single aircraft type.



Junkers F13, the World's First All-Metal Airliner, by Lennart Andersson, Günter Endres, Rob J M Mulder, and Günther Ott. 21.6 x 27.9 cm, 288 pages, in English, hard covers, 371 b/w photos, many tables and full production list. Color section with profiles and philately appendix. Published by EAM Books 2012.

Researching the early planes that crisscrossed the skies around the world is not an easy task, as most of those who operated them are no longer alive, and many archives were lost. Also, it is strange that for some of the most famous planes there are no good books telling their full story - and most of what has been published is full of mistakes. One of these "neglected" types is the Junkers F13; the first successful airliner in the world and the basis for many airlines all across the globe, including most of the successful airlines in Latin America, such as Scadta, Sindicato Cóndor, Varig, and Lloyd Aéreo Boliviano.

After researching the history of the F13 for many years and exchanging

information with many other researchers all around the world, the authors of this new book provide the first complete account of the F13 with details about its conception, the difficulties to produce them under the restrictions of the Versailles Treaty, and the first operations in Germany on what was the beginning of air transport in the country after World War One, and with the Deutsche Luft Hansa. Also, the clandestine operations in support of German military aviation and the resurrected Luftwaffe are of much interest.

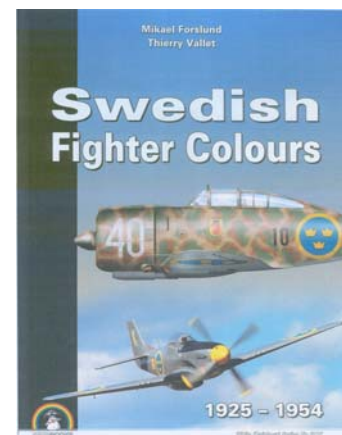
The story of the F13 abroad is also very well covered, with new details about exports to the United States, Russia, and many European countries, especially Spain and the Nordic countries. Operations in the Far East are also discussed in great detail. Of great interest is the Latin American chapter, with the story of the F13 in Colombia, Brazil, Argentina, Bolivia, Chile, and Mexico. Appendices give the history for most of the 348 aircraft built between 1919 and 1930 and serving with more than 150 operators in 44 countries.

For those interested in small air forces, there are individual details, text and photos for military (or state operated) Junkers F13s in Afghanistan, Argentina, Austria, Bolivia, Chile, China (Canton, Manchuria, Nanking, Shansi and Shantung), Colombia, Czechoslovakia, Finland, Hungary, Iran/Persia, Italy, Lithuania, Mexico, Mongolia, South Africa, Spain, Sweden, Turkey, and Yemen, in addition to France, Great Britain, Japan, the Soviet Union and the USA.

In the section on Afghanistan there is a unique close-up photo of the insignia on the national flag that was painted on the undersides of the wings of the F13s that were delivered to Kabul in 1928. Other examples of rare photos of military and paramilitary F13s are those of a damaged Bolivian 'Illimani' with mottled camouflage on fuselage and wings, a military Austrian F13 in 'civil' markings, and an F13 belonging to the Shantung Air Force in China.

An amazing book on an amazing plane. It can be purchased directly from the publisher at www.junkersf13.com.

Review by Santiago Rivas (SAFCH #1739), Argentina.



Swedish Fighter Colours 1925-1954, Mikael Forslund & Thierry Vallet. MMP Books /Stratus UK price £24.99. 8.5 inches x 12 inches 264 Pages Very Hard Back!

The style and layout of this book will be familiar to those who already have *Romanian Fighter Colours* from the same publisher. Every Swedish fighter of any origin from the J1 Phonix DII to the J30 Mosquito NFXIX is illustrated in colour alongside photographic coverage. Most of the photographs are reproduced as large as possible and the artwork follows suit.

The text is concise and gives information on the usage, and colours of the aircraft with full serial listings. The artwork is superb, and where possible, colour shots have been included to enhance the message. For those with an interest further away there are two colour shots of Swedish P35s in USAAC and Swedish insignia diverted to the Philippines

Following on from coverage of nineteen separate types there are several useful appendices: national insignias - more involved than you would think; various types of numbers and letters; a table with colours coded to those in the artwork and tied to FS equivalents; and two covering the make up of units and UK/USA rank equivalents. There is also a bibliography referring solely to Swedish publications.

If I were to criticise this book and its Romanian predecessor, it would be for the lack of any scale indication with the artwork - many of the side views seem to be 1/32 or 1/48.

All in all, this is a volume worthy of anyone's bookcase. According to MMP's current catalogue we can expect further

Volumes on Hungary, Finland, and Poland - with another Swedish book, *US Military Aircraft in the Royal Swedish Air Force*.

Review by Malcolm Barratt (SAFCH #1716), UK.



RAAF Colours Schemes & Markings, 1921-1951 Part 2. Aviation History Colouring Book #77. 24 A-4 pages. Ian K. Baker, 31A Mercer St., Queenscliff,

VIC. 3225, Australia. E-mail: ianbaker@arc.net.au.

Part 10 of Ian Baker's series on RAAF camouflage focuses on the "single most significant development to occur in 1944". This was the May 1944 issuing of *Technical Order Camouflage Schemes and Identification Markings: Aircraft General Instructions, Part 3, Section (c), Instruction No. 1.* (AGI 3)

The first 11 pages are an exact reproduction of the AGI 3 with the following sections. (A) Aircraft Roles: A list of a/c numbers A-1 to A-72 with major role and relevant camouflage scheme: (B) Uncamouflaged. (C) Foliage Green. (D) Night. (E) Yellow. (F) PRU Blue. (G) Special Finishes (ambulance & prototype a/c), and, a 4-page re-creation of the diagrams that accompanied the original AGI3 (roundel dimensions, identification markings & colors, roundel & serial placement, and fin flash size & placement).

This is followed by ten of Ian's excellent drawings illustrating these

schemes: B-24J, P-51K, CA-17 Mustang 20, Beaufighter (2), Wirraway (2), Catalina, Mosquito, and Hudson ambulance, all accompanied by detailed captions describing the scheme.

This is another of Ian's excellent AHCBs that is a fun read and would be indispensable for any modeler planning to build RAAF aircraft of the late-WW2 period. For example, you probably knew that RAAF Mustangs were overall natural aluminum, but did you know that the wings were fill, polished, and painted aluminum to preserve the laminar-flow properties of the airfoil.

AHCBs are obtainable air mailed to anywhere direct from Ian Baker. An order form (including alternative payment details in other currencies) mailed or faxed upon request. Payment must accompany your order, using this method. Ian K. Baker, 31A Mercer St., Queenscliff, VIC. 3225, Australia. E-mail: ianbaker@arc.net.au.

-video-video-video-video-video-video-video-video-video-video-video-video-



Esquadrilha da Fumaça em Asas e Coração. In Portuguese with choice of Spanish or English subtitles.

This video was produced to celebrate the 60th anniversary of the Smoke Squadron, the world-renowned demonstration team of the Força Aérea Brasileira. The main section, 70 minutes long, begins with former squadron members reminiscing about the early days. This is illustrated with color video of their North American T-6 Texans in action. This is followed by a short section on the transition to the Fouga Magister. The Magsiter was well liked by the pilots

who appreciated its 11 g load factor. An interesting anecdote is that the first year the squadron was flying Magisters, all the sponsors of air shows want them to bring the jets. However, the second year, they all wanted the T-6s back.

The squadron was disbanded for a few years before resuming activity with Universals before transferring to the Embraer Tucano. The bulk of the main section follows the Smoke Squadron around as they fly demonstration around Brazil and North America.

Several non-flying segments narrated by ground crewmen are of particular interest. One is a discussion of the generation of smoke and the problems associated with making colored smoke. Another concerns the design of a computer-controlled system that allows the seven Tucanos, flying line abreast, to spell out long messages in smoke.

There are four "extra". The best is "Flying with #7" as he follows the other six aircraft as they perform their routine. I found this the best of the flying sequences since it gives a real feeling of being in the back seat during an actual performance. Other "extras" include an excellent discussion of the "Ejection

Seat", a music video "Dream of Icarus", and "Teaser".

I found that reading the English subtitles distracted from watching the action on the screen, but a second viewing with the subtitles turned off was most enjoyable. However, the first viewing was necessary to appreciate what was going on when listening to the Portuguese narrative.

This DVD was sent to me by SAFO member Sergio dos Santos who wrote: "The DVD cost me R\$ 20,00 R\$ plus 13,45 shipping to USA for a total of R\$ 43,45. (1 Real = 0.4969 US\$ as of 15 September 2012) This DVD and other memorabilia from EDA can be purchased directly from their website: <http://eda.lojavirtualfc.com.br/>. The good news is that payment can be made using Paypal. The bad news is that their website is only in Portuguese. Navigation can be done using a good online translator such as 'Google Translator'. An alternative is to contact them at: shopping@esquadrilhadafumaca.com.br"

The review DVD with commemorative poster and window decal are available from the SAFO Sales Service for \$22.00 plus postage.

"I am writing in reference to the nicely researched article on the North Korean Air Force. In 1952. I was a Signal Corps radar repairman with the 11th Signal Radar Maintenance Unit (or SRMU, affectionately called the Shmoo). We were attached to Hq Btry, 68th AAA Gun Bn (90mm) which provided outer perimeter defense of Kimp'o Air Base.

"At the Hq Btry compound was the 162nd Operations Detachment who had provided plotting-board personnel and communications to the Northwest AAA Operations Center who received grid-coordinate data and flight-track numbers, altitude, etc. from the Air Force in Seoul who controlled the early warning radar site.

"The received data were written backwards by the plotters on a large clear plastic wall and viewed by the Chief of Sector Operations, Col Webster. The sector plotting board covered the area north the Imjin River and up to Kaesong, east of Seoul and west to Pan Yang Do Island off the North Korean coast on which was a smaller early warning radar.

"Kimp'o had the 865th AAA (AW) Bn providing inner defense with 40mm and quad .50 caliber machine guns. Defense of the Inchon area was provided by the 78th AAA Gun Bn also 90mm. Both the 68th and 78th arrived together in Pusan in mid September 1950 and in two days were defending the Pusan Perimeter. In September 1952 two additional 90mm gun battalions, National Guard Units, the 213th and 773rd, arrived and went to defend Suwon Air Base and the new activated Osan Air Base.

"There was a smaller plotting board of Korea to the side of the main one on which were plotted some friendly tracks (in white), but, mostly enemy (in red), and bogies (in yellow). A tote board had altitude, number of aircraft and if friend or foe.

"Radio Pyongyang had declared it would visit the South on Christmas Day. It was about time for the noon meal when an alert went up. I rushed to the operations center and saw plots of about 50 aircraft heading south on the small board. There were about 25 red aircraft and about 25 bogies. When the plots came closer into our sector, they orbited north of the Kimp'o Peninsula and just about over the Imjin and then headed

north. Within a minute or two, the plots were erased and we went back to normal standby status. I don't recall any attempted New Years raid.

"The night nuisance raids were a pain in the butt. Air Force gave us clearance at least several times at night to fire at anything at night. However, the unidentified aircraft were usually ours returning from night raids. Lucky we were such poor shots. Charlie frequently flew over our gun positions and within 50 cal range, but fire was withheld by HQ so as not to give the Btry position away. It was an interesting year."

John Mozolak SAFCH #1368). USA.

"SAFO #144 arrived safely on Monday, full of interesting "stuff" as usual. Again, I am flattered to see my name in print; perhaps I made a mistake when I sent the photo, but that MIG-21 is actually at the National Military Museum, not the National History Museum (I have good friends at both!)

There are some misprints in Pablo Calcaterra's article on the Pulqui II: Dewoitine; Camproni-Campini; Gloster E.28/39; Nakayjima Kikka Yakovlev; & SAAB J 21-R. The E.28/39 left the ground on a sort of "hop" one day in April 1941, but it made a longer sustained flight in May of that year.

"This issue has some fascinating articles. I am afraid I do a lot of nit-picking, but Wai Yip (p. 137) for example, refers to a book 'Les Maraudeurs Francais' by P. Ehrhardt, but he does not list it in his References.. Perhaps you could ask your authors to try to give the title with the place and date of publication - that might further researchers a good assist."

Denys Voaden (SAFCH #1483), USA.

"SAFO #144: Always good to see Estonia referenced (pg. 143), but I was also interested in Denys Voaden's Mongolian contribution on the same page. Regarding his comments wondering about the past use of the *soyombo* emblem, my Mongolia folder referenced Bob Massey's article in SAFO #27 (April, 1383), "Guardians of the Gobi," which deals with the Mongolian A.F. from 1926 to 1945. His illustrations show the *soyombo* in use during that period, appearing on six of the seven aircraft depicted. Furthermore, SAFO

#50 (April, 1989) pictured the Mongolian postage stamps featuring the aircraft schemes shown in Bob Massey's drawings. The latest reference I have is an item in *Air Forces Monthly* for October, 2008, about the delivery of a new Mil Mi-171 ("MT-1002") to the Mongolian A.F. There is not much contrast of the yellow *soyombo* against the tan and light brown camouflage, but the emblem is definitely there. During the Communist era, the *soyombo* was topped by a small yellow star. This combination also appeared on the red portion of the flag (as do the yellow stars on the national flags of China and Vietnam, in contrast to the red stars used by other countries). When Mongolia utilized the large red star aircraft marking, there is indication that the national emblem thereon omitted the small yellow star, which, reportedly, was officially eliminated on all the depictions of the *soyombo* in February of 1992. The undated photo below doesn't show the tip of the *soyombo*, but the space seems too narrow for a yellow star."

Ted Koppel (SAFCH #118), USA.



"A few comments about # 144: The article by Frits Gerdessen on impressed aircraft in Holland is most interesting; I have forwarded part of it to the DH Moth Club for their records. I hate to say it but the Pulqui has always been proof of if it doesn't look right, it isn't, although at that period the same could be said of a lot of aircraft world wide! As you may have gathered in the, I am not keen on helicopters, but I must admit the Lebanese UH-1H bombers certainly proved interesting. Now let's have some photos of that Israeli Auster with a 0.5 machine gun mounted in the cockpit! The Korean PAF articles are fascinating, particularly as we have always been told that the USAF swept all before it!" Malcolm Ba rratt (SAFCH #1716), UK.



Figure 1



Figure 4



Figure 5



Figure 2



Figure 6



Figure 3



Figure 7



Painting by Capt (Ret) Exequiel Martinez (Argentine Air Force) depicting the bombing run on VLCC *Hercules* by C. 130H *Hercules* TC-68 call sign "Matilde".